日三十月二十年戊丙

AGENTS FOR THE CHINA MAIL. LONDON :-F. Algang 11 & 12, Clement's Lane, Lombard Street, E. C. GRORGE STREET & Co., 30, Cornhill. Gondon & GOTOH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEE DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151 Cannon Street, E.C.

PARIS AND EUROPE :- AMEDEI PRINCE & Co, 36, Rue Lafayette, Paris. NEW YORK:-ANDREW WIND, 21, Park SAN FRANCISCO and American Ports

generally :- BEAN & BLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND: -Gordon & Gotch, Melbourne and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

Oo., Square, Singapore. C. Heinszen & Co., Manila. CHINA: -Macao, F. A. DE CRUZ. Swatow, Quelon & Co. Amoy, Wilson, Oo., and KELLY & WALSH. Yokohama LINE, CHAWFORD & Co., and KELLY & Co.

Banks.

NOTIOE.

DULES OF THE HONGKONG SAVINGS' BANK.

1 .- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their

2.—Sums less than \$1, or more than \$250 First-Class Granite Godowns at Cheap Rates. at one time will not be received. No Also Coals in specially constructed Sheds. depositor may deposit more than \$2,500

3. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months | hour. at 5 per cent, per annum interest. 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on

their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent,

> For the Hongrong & Shanghai Banking CORPORATION, JOHN WALTER,

and the production of his Pass-Book

Acting Chief Manager. Hongkong, June 7, 188 .

HONGKONG & SHANGHAI BANKING

CORPORATION.

RESERVE FOR EQUALIZATION \ 8 200,000 of Dividends,...... RESERVE LIABILITY OF PRO- \$ \$7,500,000 COURT OF DIRECTORS.

Chairman-A. McIver, Esq. Deputy Chairman-M. GROTE, Esq. Hon. J. BELL IRVING. | H. HOPPIUS, Esq. C.D. BOTTOMEEY, Eaq. | E. H. M. HUNTING-W. H. F. DARBY, Esq. H. L. DALRYMPLE, | Hon. A. P. McEwen. Hon, F. D. Sassoon.

CHIEF MANAGER, Hongkong THOMAS JACKSON, EEQ. Acting Chief Manager-JOHN WALTER, Esq. Shanghai,.....Ewen Cameron, Esq. LONDON BANKRES .- London and County NIEW

HONGKONG. INTEREST ALLOWED. O' Current Deposit Account at the rate of 2 per cent. per annum on the daily

On Fixed Deposits:-For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER. Acting Chief Manager. Hongkong, August 28, 1886.

Notices of Firms.

NOTICE.

WE Have authorized Mr. ED. MILLER to Sign Bills of Labing in our to Sign Bills of Lading in our Name from this date. SIEMSSEN & Co.

Hongkong, November 29, 1886.

NOTIOE.

THE Undersigned will ENTER into

PARTNERSHIP on the 1st January 1887, as SHARE and GENERAL BROKERS under the Style or Firm of 'HUGHES & E. JONES HUGHES.

N. N. J. EZRA.

Hongkong, December 31, 1886. NOTICE.

TR. R. H. KIMBALL will TAKE CHARGE of my DENTAL PRACTICE in Hongkong until further Notice. H. H. WINN. 16, BANK BUILDINGS.

Hongkong, December 20, 1886.

Intimations. HONGKONG AND CHINA GAS

COMPANY, LIMITED. THE Transfer BOOKS of this Company will be CLOSED from the 22nd Inst.

until the 7th Proximo, both days inclusive.

F. W. CROSS, Manager. Hongkong, December 17, 1886.

CHAS, J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. NTAUTICAL, SCIENTIPIC AND METROROLOGICAL

INSTRUMENTS. Voigtlander's Celebrated SINGAPORE, STRAITS, &c.:-SAYLE & BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS NICHOLLS & Co. Foochow, HEDGE & English SILVER & ELECTRO-PLATED WARE. Co. Shanghai, Lane, Chawford & Christofle & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY,

> in great variety. DIAMONDS

DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742. THE HONGKON'S AND KOWLOON WHARF, GODOWN AND CARGO-

BOAT COMPANY.

FITHE Company will receive STEAMERS and SAILING VESSELS alongside their premises in Hongkong. Business hours | Wharves at Kowloon, and Land, Re-ship, on week-days, 10 to 3: Saturdays, 10 and/or Store General Cargoes, Silk, OPIUM, COTTON, GRAIN OF MERCHANDISE in For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

> For further Particulars, apply to W. KERFOOT HUGHES.

Pedder's Street. Hongkong, February 17, 1886.

IMPORTANT NOTICE. Japan! Japan!! Japan!!!

KUHN & Co. APANESE FINE ART GALLERY.

(Opposite the Hongkong Hotel). ZO NOW OPEN TEX

NCIENT and MODERN BRONZES. IVORIES, LACQUER, SILKS, and BROCADES: GENUINE SATSUMA; EMBROIDERED TABLEUAX, QUILTS, WRAPPERS, JACKETS and GOWNS, PHOTOGRAPH ALBUMS, BRONZE JEWELLERY, and Hundreds of ELE-GANT and USFFUL ARTICLES.

All will be offered at the lowest possible wholesale prices in Japan. INSPECTION RESPECTFULLY INVITED. Hongkong, January 3, 1887.

NOTIOE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found necessary, Communication with the Under-

signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction. D. GILLIES,

Secretary. Hongkong, August 25, 1885.

GRIFFITH'S

VIEWS OF HONGKONG NOW READY, 1. DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS

LONDON ÆRATED WATERS 1. DUDDELL STREET, Continue to Supply: LEMONADE WATER. SODA GINGERADE,

RASPBERRYADE, SELTZER &c., &c., &c. SARBAPARILLA II At the same Moderate Charges. Hongkong, June 9, 1885.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES. MR WONG TAI-FONG.

Surgeon Dentist. (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS.) A T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROCERS,

No. 2, DUDDELL STREET. CONSULTATION FREE.

Discount to missionaries and families. Sole Address . 2. DUDDELL STREET,

(Next to the New Oriental Bank.) Hongkong, January 12, 1885.

TO BE LET

TO. 2, RICHMOND TERRACE (at present in the occupation of H. M. BAILY, Esq.) With Possession from lat February next

JOHN WILLMOTT, Hongkong Dispensary. Hongkong, December 30, 1886.

- Business Notices.

THE Latest 1/- and 2/- NOVELS:

---NEW ANNUALS. STOOD'S, GREENWAY'S, and THE ILLUSTRATE

ALMANAC for 1887.

LETTS'S DIARIES for 1887.

MORE SKETCHES, by CALDECOTT. ÆSOP'S FABLES, with Modern Illustrations by CALDECOTT. All the NEW BOOKS as they appear.

LANE, CRAWFOLD & Co.

Hongkong, January 4, 1887.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HITEL). . SHOWIN

SELECTON CHOICE

to which they INVITE the attetion of their Customers.

SPECIALTY Black Cloth Dres Suit, \$30.00.

Hongkong, December 1, 1886. Victoria Eletel, Praya and Queen's Road Central, Hongry.

THIS Extensive and well-appointed Establishment, situated one of the most central and airy positions in the Colony and commanding splendid view of almost the entire harbour and within five minutes' walk one principal Government Offices (including the Post Office), Banks, &c., he recently been much enlarged and improved and is now one of the principal orgis in the place. The ROOMS are spacious, well ventilated and have just be refurnished in a most comfortable and handsome manner, suited to the recrements of the Far East. The Accommodation and Service of every kind will be found be of the best description.

An ample and varied TABLE D'HOTE is always provided id serfed in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Rection, READING, BILLIARD and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience anduick service. Continental languages are spoken.

Messrs. DORABJE & HING KEE. Trrietors.

Hongkong, September 16, 1885. RESPECTFULLY CALL ATTENTION THEIR

PREMISES.

SEE QUEEN'S ROAD ETRANCE. WPOWELL & Co.

Hongkong, January 3, 1887.

ADJOINING THE STAG HOTEL (Nr DOOR). CONSISTING OF A STOOK OF FANCY AND SEFUL ARTICLES. At Cash Prices and for Caspuly. WATCHES. MUSICAINSTRUMENTS, TOBACCOS, CIGARS.

CUTLERY. NOVELS, LEATHER GOODS. CLOCKS, and a varied Stock Fancy GOODS of all kinds. BON MARCHE, next door to Trigrad Hotel. Hongkong, September 8, 1886.

THRISTMAS NUMBER 'ILLUSTRATED NEW containing a complete Novel

by Bret Harte, entitled a 'Millionaire of Roughd Ready,' and large coloured Picture 'Lattle Miss Muffet.' XMAS NUMBER 'GRAPHIC,' containing a corete Novel by David Christie Murray, entitled 'Bull Dog and Butterfit and large coloured Picture Yoicks, Tally Ho!' 957 XMAS No. ILLUSTRATED SPORTING and DREATIC NEWS.

ILLUSTRATED LONDON NEWS ALMANACK & IMPERIAL ENGLISH AND CHINESE DIARY 7; Foolscap size, 3 days to a page, interleaved with Blotting Paper, coming Customs Tariff for China, Postal Information, E. E. A. & C. T. Co.'s, G. N. Co.'s Telegraph Rates, Chinese Holidays, and Festivals, Wages Tahn Dollars and Taels-Price, \$1. IMPERIAL ENGLISH AND CHINESE DATE BCK 1887, superseding in get-

up and legibility all Anglo-Chinese Date ocks, previously issued-Price, 70 Cents. LETTS' DIARIES and DATE BLOCKS. Boys' Own Annual-Girls' Own Annual-Every y's Magazine-Every Girl's MAGAZINE-Harper's Young People-Crerbox-Children's FRIEND-Infant's MAGAZINE -LITTLE WIDE AWAKE, Hall the best Children's YOLUMES

FOR THE YEAR. KELLY & WALSH, LIMITE HONGKONG. COMGNIE DES MESSAGERIES · TO LET.

ROOMS in 'COLLEGE CHAMBERS.'
No. 16, HOLLYWOOD ROAD. Apply to DAVID SASSOON, SONS & Co.

Hongkong, December 3, 1886. TO LET.

VITITH immediate occupation the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongkong & SHANGHAI BANK-ING CORPORATION. For further Particulars, apply to the Do

Undersigned. E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1888.

TICE TO CONSIGNEES.

MARITIMES.

YONGNEES of the following Cargo

recquested to send in their Bills of Lading the Undersigned for countersignati and to take immediate delivery.

This to has been landed and stored at their and expense. No Insurance has been effected. Romanul and Melbourne.

H (im.), 101/200 = 200 cases Candles from Antwerp, con-301/400 signed to Order. G. DE CHAMPEAUX, Agent. -Horong, January 3, 1887.

Notices to Consignees.

BEN LINE OF STEAMERS. NOTICE TO CONSIGNEES.

SINGAPORE.

FROM ANTWERP, LONDON AND

ITHE Steamship Bengloe, Capt. FARQUHAR, HAVING ARRIVED from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading FOR COUNTERSIGNATURE by the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from alongside. Consignees of NATEROD IRON are particularly requested to TAKE DELIVERY from Steamer IN THEIR OWN BOATS, failing which the Captain will not be responsible for any mixing of lifferent lots that may arise from

otherwise discharging same. The Steamer is berthed at the KOWLOON PIERS, and any Cargo impeding her discharge will there be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before

4 p.m. To-DAY, the 5th Instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent. All Claims must reach us before 4 p.m. of the 15th Instant, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Hongkong, January 5, 1887.

NOTICE TO CONSIGNEES. FROM LONDON, ANTWERP, HAM-BURG AND SINGAPORE.

MIHE Steamship Westmeath, Captain A STONEHOUSE, having arrived from the above Ports, Consignees of Cargo are hereby. requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be re-

RUSSELL & Co., Agents.Hongkong, January 3, 1887.

NOTICE TO CONSIGNEES.

UNION LINE.

FROM LONDON AND SINGAPORE. THE Steamship Tetartos, Captain Petersen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before

RUSSELL & Co., $oldsymbol{A}$ gents. Hongkong, December 28, 1886. FROM HAMBURG, PENANG AND.

SINGAPORE.

the 7th January, or they will not be re-

THE S.S. Cassandra, Captain HARSLOOP, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are boing landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unloss notice to the contrary be given before To-DAY, the 3rd Instant, at Noon. Cargo remaining undelivered after the 9th Instant will be subject to rent. No Claims will be admitted after the Goods have left our Godowns. No Fire Insurance has been effected.

SIEMSSEN & Co., Hongkong, January 3, 1887. FROM LONDON, PENANG AND

Bills of Lading will be countersigned by

SINGAPORE. 11HE Steamship Glenogle having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY, the 4th Instant. Cargo remaining undelivered after the 11th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, January 4, 1887.

> For Sale. FOR SALE.

TULES MUMM & Ço.'s CHAMPAGNE, Quarts\$20 per Case of 1 doz. Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. Baxter's Colebrated Barley Bree' WHISKY,-\$77 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884. 1187 NOW READY.

THE COMMERCIAL LAW AFFECT ING OHINESE; with special reference to PARTNERSHIP REGISTRATION AND

BANKBUPTOY LAWS IN HONGKONG. Copies may be had at the China Mail Office, and at Mossis. Lane, Chawford & 19 'Co.,-Price, 76 cents.

Shipping.

Steamers.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM

SHIP COMPANY, LIMITED. Captain GEO. ANDERSON, will be despatched for the above Port on FRIDAY, the 7th Instant,

at Daylight. For Freight or Passage, apply to YUEN FAT HONG.

Hongkong, January 4, 1887. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAI VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTSZE.)

Fooksang. Captain Hogg, will be despatched as above on FRIDAY, the 7th Instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, January 5, 1887.

P. & O. S. N. Co.'s Office.

Hongkong, January 5, 1887.

The Co.'s Steamship

STEAM TO YOKOHAMA, VIA NAGA SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s

Steamship

General Managers.

Thibet
will leave for the above places at 3 p.m. on FRIDAY NEXT, the 7th Inst. instead of as previously advertised. E. L. WOODIN, Acting Superintendent.

FOR SHANGHAL The Steamship Peking, Capt G. HEUERMANN, will be despatched for the

8 at 4 p.m. For Freight or Passage, apply to STEMSSEN & Co. Hongkong, January 5, 1887.

above Port on FRIDAY, the 7th Instant,

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. Enwards, will be SATURDAY, the 8th Instant.

OCEAN STEAMSHIP COMPANY.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 3, 1887.

FOR NAGASAKI, KOBE AND **ҮОКОНАМА.** The Co.'s Steamship Menelaus. Captain NEISON, will be despatched as above on

OCEAN STEAMSHIP COMPANY.

SUNDAY, the 9th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, January 3, 1887. STEAM TO SINGAPORE, PENANG

AND BOMBAY. (With option of calling at COLOMBO.) The P. & O. S. N. Co.'s Steamslup will leave for the above Kashgar

places on MONDAY NEXT, the 10th Inst., at 3 p.m. E. L. WOODIN. Acting Superintendent. 3 P. & O. S. N. Co.'s Office,

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, SYDNEY AND

Hongkong, January 5, 1887.

MELBOURNE. The Co.'s Steamship J.C.D. ARTHUR, Com'der, will be despatched as above on MONDAY, the 10th January, at

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions throughout

17 the entire voyage. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, December 30, 1886.

> EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

> FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT DARWIN & QUEENS LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-MANIA; &c.)

The Steamship Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 19th Inst., at 3 p.m.

Ageists. Hongkong, January 4, 1887.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY! FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates

The Co.'s Steamship MONDAY, the 10th Instant.

BUTTERFIELD & SWIRE, Agents.Hongkong, January 3, 1887.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SAIGON AND SINGAPORE. The Co.'s Steamship

Hongkong, January 4, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s Steamship

the outward English Mail.

Hongkong, January 5, 1887. UNION LINE.

Captain PORTER, will be despatched for the above Ports on or about THURSDAY, the 13th

RUSSELL & Co., Hongkong, January 4, 1887.

Captain Riddoch, will be despatched as above on

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

or about the 14th Instant.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. •. STEAM FOR SINGAPORE. "PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT

ADRIATIO FORTS.) The Co.'s Steamship Berenice. Captain C. Bechinger, will be despatched as above on SATURDAY, the 15th Instant, For further Particulars, regarding Freight

Hongkong, January 3, 1887.

FOR NEW YORK. The 3/3 L.1.1. Amer. Schooner Haroldine. TIBBETTS, Master, will load here for the above Port, and will TIBBETTS. Master. will load here have quick despatch.

FOR SAN FRANCISCO. The 3/3 L.1.1. American Ship ${\it Harvester.}$ TAYLOR, Master, will load here for the above Port, and will have quick despatch.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-ADOLPH, German brig, Captain John Focke: -Schellhass & Co. ENOS Soule, American ship, Capt. J. T

Forts on the YANGTSZE.)

G. Bjerck,-Mitsui Bussau Knisha, Ryan. - Mossageries Maritimes. Morgan,-Ed. Schellhass & Co. TITAN, American ship, Captain Allyn.-W. Legge.

The Company's Steamer CHWANG, TIENTSIN, HANKOW and

For Freight or Passage, apply to

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

The Co.'s Steamsmp

Celebes,

Captain Joon, will be

despatched as above on or about the 10th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

will leave for the above place about 24 hours after her arrival with E. L. WOODIN. Acting Superintendent.

FOR NEW YORK VIA SUEZ CANAL. The Steamship

P. & O. S. N. Co.'s Office,

For Freight or Passage, apply to

THE BEN LINE OF STEAMERS. FOR SINGAPORE AND LONDON. The British Steamer

Hongkong, January 3, 1887.

SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAI-CUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and

and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH,

Sailing Vessels.

For Freight, apply to RUSSELL & Co. Hongkong, December 6, 1886.

For Freight, apply to RUSSELL & Co. Hongkong, December 4, 1886.

Soule.—Master. HAROLDINE, Amer. 4-m. schooner, Car S. R. Tibbetts. -Russell & Co. INGLESIDE, British barque, Capt. Jan Hayes. - Master. JACOB CHRISTENSEN, Norw. str., Cap JOHN TRAHEY, British ship, Capt.

SARAH HIGNETT, American ship, Ca VENTURA, Spanish barque, Cap

For Freight or Passage, apply to RUSSELL & Co.,

Estival, -Remedies & Co.

will be despatched on TUESDAY, the

18th Jan., with Mails for the United

yand, wid Brindisi; to the Straits Settle-

ments, Netherlands India, Burmah.

Ceylon, India, Aden, Egypt, Malta,

The usual hours will be observed in closing

EXPORT CARGOES.

Per Americal barque Francis B. Fay.

sailed 6th January :- For London, 6,250

Gallnuts, 479 plgs. Canes, 250 pkgs. Fire-

Morey Orders.

1 .- Money Orders are issued at Hong-

* Madeira.

* Malta....

* Natal.

* Mauritius.

Ningpo.

Norway.

* Portugal.

* S. Helona.

* Seychelles.

Swatow.

* Switzerland.

Tasmania.

Victoria.

2.-Orders on the countries marked * are

orwarded through to London Post Office,

and are paid less amall discount of about

2d. in the £1, for whh the remitter should

allow. All such orers must be expressed

3. -The commissis charged is as follows

(according to the crency the Order is

Up to £ 2, or \$10, dR 20,.....0.20 cents.

£ 7, or \$35, oR 70,.....0.60

£ 5, or \$25, cR 50,.....0.40

£10, or \$50, oR100,.....0.80

4.—No Order mu exceed £10 or \$50

unless drawn on Ina, when R150 is the

limit), nor will more an two such Orders

be issued to the samperson, in favour of

5. - Money Ordersn the United King-

dom for even sums it exceeding £5 are

granted by means cPostal Notes, as to

which see separate tice or the Hong-

6.—Sums not exceing \$50 may be re-

mitted between the orts of China by

or Money Orders' can'b granted at Hong-

Quotates.

OPIUM-New Patna; sh, ... 5121 to 5132

New Benarchash... 4921

Hongkosa, Juary 6.

the same payee, by t same mail:

— 31.00.

* Sweden.

Shanghai.

* Sierra Leone.

South Australia.

Straits Sottlements.

United Kingdom.

Western Australia

FWest Indies (British

Danish, and Dutch)

United States.

* Newfoundland.

New South Wales

North Borneo.

Port Darwin.

Queensland

and Gibraltar.

the Mails, &c.

Matting.

tries and places 1-

(Constantinopte

Amoy.

Azores Is.

Belgium.

Bermuda

· Canada.

Canton.

Denmark.

* Falkland

Gambia.

Foochow.

Germany

Gold Coast

Hankow.

Huwaii.

Hoihow.

Holland.

Italy.

Japan. . .

Hongkong.

Honduras, (Br.)

in British currency.

kong Postal Guide.

4 By means of Postal les.

← Egypt.

·To-day's Advertisements.

HONGKONG PUBLIC SCHOOL.

THE EASTER TERM will Commonce on MONDAY, January 10, 1887, at NINE A.M. NEW PUPILS will be Admitted on SATURDAY, January 8, 1887, at TEN A.M. C. J. BATEMAN,

Head Master. Hongkong, January 6, 1887.

Jean BARDUU'S. Cigarette smokers, don't let vourselves be imposed upon. Ask the French Consul to let you see the Genuine trade-mark, and compare with it the article you have purchased.

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

Capt. James O'Neill, will Walter Siegfried, for Foochow. be despatched for the Clara; for Hoihow and Singapore. above Ports on SUNDAY, the 9th Instant, | Francis B. Fay, for London. at IV a.m. For Freight or Passago, apply to

YUEN FAT HONG. Agents.

Hongkong, January 6, 1887.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rate for NINGPO, CHEFOO, NEW CHWANG, TIENTSIN, HANKOW and | Bengloe, for Yokohama. Ports on the YANGTSZE.

Deucation. Captain Asquire, will be despatched as above on FRIDAY, the 14th Instant. For Freight or Passage, apply to

The Co.'s Steamship

BUTTERFIELD & SWIRE, A gents. Hongkong, January 6, 1887.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN,

AND GENOA. (Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITER-RANEAN, ADRIATIC and LEVANTINE PORTS; ALEXANDRIA, ODESSA, MAR SEILLES, and also to Buenos Ayres, Montevideo, Valparaiso and Callao.)

The Co.'s Steamship Bormida. Capt. Pinzanello, will be despatched as above on TCESDAY, the 18th January. The Steamer has splendid Accommodation for Passengers and carries a Doctor

and Passage, apply to CARLOWITZ & Col. 334 ching the land.

Hongkong, January 6, 1887.

SHIPPING

ARRIVALS.

January 5, 1887 :--Phra Chom Klao. British steamer, 1,011, W. H. Watton, Bangkok December 29,

Rice, -YUEN FAT HONG. January 6:--Lorne, British steamer, 1,035, Wm. Hunter, Amoy January 4, General. -- BUN

HIN CHAN. Fooksang, British steamer, from Wham-

Meefoo, Chinese steamer, from Whampoa. Peking, British steamer, from Whampon. Maric, German steamer, 704, J. Hohlmann. Haiphong via Heihow, January 3, Goneral. - Wieler & Co.

Signal, German steamer, 385, T. Bruhn, Hoihow January 4. General.—SIEMSSEN &

DEPARTURES. January 6:--The Company's Steamer | Sin Kolga, for Foochow. H. Printzenberg, for Rajang. Cassandra, for Yokohama.

Don Juan, for Manila. Meefoo, for Shanghai. CLEARED. *Hilda*, for Shanghai. Propontis, for Saigon. Danube, for Bangkok. Hailoong, for Swatow.

Westmeath, for Yokohama Fooksang, for Swatow and Shanghai. Lorne, for Singapore.

PASSENGERS.

ARRIVED. Per Phra Chom Klao, from Bangkok, 168 Per Lorne, from Amoy, Mr Marcal and 5 children and 671 Chinese

Per Marie, from Haiphong, 27 Chinese. Per Signal, from Hollow, 22 Chinese. . DEPARTED. Per Namoa, for Swatow, Mr. and Mrs

Inglis, and Mr Ho Tsze Lun; for Amoy, Roy, and Mrs Van Dyke, and Mr F. E Per Fokien, for Tamsui, Mr Frank Ashton. Per Zagro, for Amoy, &c., Messrs H. N.

Palmer, J. C. Tyler and J. M. Luqueer, and 4 Chinese. Per H. Printzenberg, for Rajang, 4 Chi-Per Clara, for Holhow, &c., 50 Chinese. Per Don Juan, for Manila, Don Genaro,

and 2 Chinese. Per Meefee, for Shanghai, 1 European, and 4 Chinese. TO DEPART. Per Propontis, for Saigon, 12 Chinese. Per Danube, for Bangkok, 20 Chinese.

Per Hailoong, for Swatow, 100 Chinese.

Per Fooksang, for Swatow, 11 Chinese. Per Lorne, for Singapore 685 Chinese. SHIPPING REPORTS The British steamer Lorne reports: Had

For further Particulars regarding Freight | and line weather. Steamers in Amoy, Amigo and Picciola. The British steamer Phra Cham Klao reports: Had strong monsoon and considerable sea throughout, hazy weather approa-

light winds and fine weather to Pedro

Blanco thence to port strong N.W. winds

POST OFFICE NOTICES. POST OFFICE NOTICES. MAILS BY THE BRITISH PACKET .-The British Contract Packet Kaisar-i-Hind

MAILS will close:-For SWAT)W & SHANGHAL-Per Foolisang, at 11.30 a.m., on Friday, the 7th inst., instead of as previously

For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 2.30 p.m., on Friday, the 7th inst., instead of as previously

FOR SWATOW & SHANGHAL. Per Fooksang, at 2.30 p.m., on Friday, the 7th inst., instead of as pre-

viously notified. For SHANGHAL-Per Peking, at 3.30 p.m., on Friday, the

For STRATTS SETTLEMENTS .-Per Camelot; at 11.30 a.m., on Saturday, the 8th inst.

For COLOMBO. -Per Cicero, at 4.30 p.m., on Saturday, the 8th inst.

For SAIGON .-Per Vortigera, at 4.30 p.m., on Saturday, kong and Shanglai on the following counthe 8th inst. For SWATOW & BA CKOK.-

Per Killarney, at 9 a.m., on Sunday, the 9th inst. For STRAITS & BOMBAY. Per Kashyar, at 2.30 p.m., on Monday, the 10th inst.

For PORT DARWIN, THURSDAY IS-LAND, COOKTOWN, TOWNSVIL-LE, BRISBANE, SYDNEY, MEL-BOURNE, ADELAIDE, &c., &c.-Per Airlie, at 2.30 p.m., on Wednesday, the 19th inst.

MAILS BY THE FRENCH PACKET. -The French Contract Packet Yangter will be despatched on TUESDAY. · the 11th January, with Mails to the United Kingdom, Europe, and places

beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet Oceanic will be despatched on TUESDAY, the 11th January, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :--

.15 P.M. Registry ceases. 30 P.M. Post-Office closes, but Correspendence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

HOURS OF CLOSING THE FRENCH MAIL. The following hours are observed in closing Mails, &c., by the French Contract

Packet: Day before departure,— P.M. Money Order Office closes. Post Office closes, except the NIGHT Box, which is always open out of Office hours.

Day of departure,-A.M.—Post Office opens. A.M. - Registry of Letters ceases Posting of all printed matter and patterns ceases.

means of Postage Snips, subject to a charge of one per confor cushing them A.M. -- Mails closed, except for Late kong or Shanghai on Its where there are 11.10 a.m.—Letters may be posted with Agencies of the Honglig Post Office. Late Fee of 10 cents until 11.30 A.M. - When the Post Office closes

11.40 A.M.—Late Letters may be poster on board the packet with Late Foe of 10 cents until time o departure.

MEMOS. FOR TO-MORROW. Shipping.

Daylight .- Danube leaves for Bangkok. Noon .- Fooksang leaves for Shanghai, &c. 3 p. m. Thibet leaves for Nagasaki, &c. Kingdom, Europe, and countries be-4 p.m.-Peking leaves for Shanghai. Miscellaneous.

Claims against the Tetartos must be sen in to Messrs Russell & Co., on before this date.

General Memoranda. SUNDAY, January 9 :--Goods per Cassandra undelivered after

boxes Cassia Ligner, 2,000 pkgs. Broken this date subject to rent. Oassia, 528 bates Strawbraid, 306 bales MONDAY, January 10 :--Hemp, 500 pkgs. Preserves, 200 boxes Claims against the Westmeath must be sent in to Messrs Russell & Co., on crackers, 102 boxes Faus and 385 rolls or before this date. Tuesday, January 11 :-

Goods per Glenogle undelivered after this date subject to rent. WEDNESDAY, January 12:-Goods per Eengloe undelivered after this

date subject to rent.

ARE NOW SHOWING MHEIR SEASON'S SUPPLY

XMAS CONFECTIONERY __ AND ---

FANCY GOODS... A Small Assortment of the Latest

CHRISTMAS CARDS NEW PERFUMES, NEW CHOCOLATES. New Sweets. CUT GLASS BOTTLES.

GLOVE AND HANDKERCHIEF BOXES, BASKETS OF CONFECTIONERY, CRYSTALLIZED FRUITS, CRACKERS, &c., &c., &c.

A. S. Watson & Co., Limited, THE HONGKONG DISPENSARY. Hongkong, December 23, 1886.

The publication of this issue commence at.7.15 p.m.

Om Omne Same

hongrong, thursday, january 6, 1887.

LOCAL AND GENERAL.

PASSED SUEZ CANAL. OUTWARD BOUND:—Deepdole, Oct. 26; Vespusian, 26; Japan, Dec. 7; Cardiganshire, 14; Cyclops, Dardanus, Albany, Mosser, 17; Bellona, 21; Occanien, 24. OMEWARD BOUND:-Port Adelaide. November 26: Harter, 30: Benvenue Bycan, Autonio, Dec. 3; Diomed, 14 Hesperia, Orion, 17; Bellerophon, 21 Mclbourne, Brannschweig, 24.

Anadyr, with the FRENCH MAIL Dec. 3rd, was to leave Saigon on Wednesday, the 5th inst., at 9 p.m., and may be expected here on or about Sunday evening, the 9th just. This Packet brings replies to letters despatched from Hongkong on October

The E. & A. S. S. Co.'s steamship Airlie loft Port Darwin on the 28th Dec. and may be expected here on or about the 7th Jan.

The Austro-Hungarian Lloyd S. N. Co.'s

1st inst., and may be expected here on or about the 8th inst. steamship Wing-any, from Calcutta, left Singapore on the 2nd inst., and

The O. S. S. Co.'s steamship Menelaus. from Liverpool, left Singapore on the 2nd inst, and may be expected here on or about the 9th inst. The C. N. Co.'s steamship Taiyuan, from peared in the Gazette of Saturday last gives

on or about the 11th inst. The O. S. S. Co.'s steamship Descalion, from Liverpool, left Singapore on the 5th inst., and may be expected here on

MESSES Butterfield & Swire inform us that the O. S. S. Co.'s steamer Descalion, from and is due here on the 12th instant.

mittee of the Tarantula Society have post poned the dance fixed for to-morrow evening to a date to be hereafter fixed.

THE Agent of the P. M. S. S. Co. informs us that the steamship City of Rio de Janeiro, with mails &c. from San Francisco to the 11th Dec., has arrived at Yokohama

and it is therefore feared that she has not ton will lead to a happy result.

cruiser Leander, gave a very successful per. marks obtained is usually classed as 'fair,' formance yesterday in the Theatre Royal forty to sixty per cent. is 'good,' and so on. for the benefit of the widowed mother of a Here the 'excellent,' 'very good,' and A. S. WATSON & Co., Ltd., shipmate recently deceased. Downstairs good grades are pronounced to be unthe hall was packed, the audience being deserved; and thirty-five per cent. is mostly composed of sailors, but upstairs given for the Composition paper, which there were scarcely two dozen persons. would mean that the efforts of the can-Nevertheless the entertainment realised didates in this subject were very feeble about \$300. Considering that there is It must, therefore, be a subject of gratificaonly a ship's crew to select from, tion to future candidates that a change is the troupe makes a very creditable ap- to be made in the mode of examination. pearance, and the crew of the Leander The Cambridge Syndicate must necessarily are fortunate in having among them such a have great experience in such matters, and merry crowd of minstrels. Among the it will be altogether more satisfactory that best things in the programme was a plan- the values of written answers are given by tation song and dance, by Messra Edwards | acknowledged authorities on such matters at and Sheppard; a stump speech on sound Home. There will be another examination by Mr Sheppard, and a really clover clog at the end of this year, instead of in dance by Mr Edwards. The Band of the December 1888. ship, a tolerably strong one, played selections during the interval which were much THERE is an interesting account in the 83rd appreciated.

Lewin, Chaplain of the Audacious, yester- propeller was anchored in the Columbia day afternoon, of which we heard just as we were going to press last night, turns out to have been in some respects a more serious | washing out 10,000 cubic yards of gravel. affair than we at first anticipated. It appears that the reverend gentleman was walking Dr. Tanner, whom many of our readers along Bonham Road and that about 2.20 p.m., when near Rose Villa, three Chinamen who | forty days, has, we see, settled down in the were lurking on the road sprang on him. One seized him by the back of the neck, another presented a revolver at his head and good health to vegetarianism, which he and a third seized his chain. The gentleman struggled a little with the man who attacked him in the rear, but the villain who we and our aucestors have eaten. Accordhad seized his chain gave him little time to act, for in a second or two he had snapped the chain, and the three men then made off as fast as they could down the lanes leading to the centre of China-town. Mr Ross-Lewin thought at first he had lost his watch, but was pleased to find that the robber had been content with his gold chain. Information of the occurrence was few days is that of the burglarious elephant The Pacific Mail Company's steamer City lodged at No. 7 Station and afterwards that started as an amateur cracksman on its of Rio de Jauriro, with San Francisco | telegraphed to the Central Station. The mails &c. to the 11th Dec., left Yoko- Police say they can identify the leader of but finding the aperture too small it crushthe trio-the man who presented the pistol. He is thought to be the man who robbed a joss house in the Western district some time ago and who also on another occasion fired at a constable that was chasing him. And if we are not mistaken, it is the same man who escapedfrom a lukong a week or two ago. He seems to be the leader of a band, who are bent on making the Western district rather unsafe for peaceable residents. Inspector Perry searched in the neighbourhood for some hours last night, but although he came

more technical branches he received 381

marks, or only 81 above the fallure point.

And yet Bosman seems to have been carry-

ing all before him at Home, where com-

petition is much keener than it is here.

So that it would almost seem that the

system of bestowing marks is more

across a company with house-breaker's tools, uttered a roar. he did not eatch sight of the man he was THE Government Notification which apmorning. -Pall Mall Gazette. concerning the result of the examination for the Government Scholarship It may be that this has been arranged upon the

ed on is between the Pont d'Jens, on the Seine, and the Exhibition building. The principle of 'the less said the better', for the first stage of the tower, will be 60 metres result has been anything but satisfactory. above the ground. At this level there will Indeed, so badly has the present system of be a gallery all round, 15 mètres wide. The superficial area will be 4,200 metres, and examination been found to work, that it has the space will be occupied with cafes, a rebeen decided to abandon it ultogether, to staurant, &c. On the second stage, at an obtain the papers from Home, and then to elevation of 150 metres, there will be a large forward the answers to England; where the glass-covered chamber, for the purpose of scientific experiments. The weight of the relative merits of the candidates may be tower will be over 5,000 tons, but it will be satisfactorily fixed. The official notice, so well distributed that the pressure on the giving the table of marks allotted to the foundation will not be greater than that of any building of ordinary construction two candidates, does not even mention that The first 60 metres will represent as much the candidates were unsuccessful, nor does | weight as the remaining 240. It has it state by how many marks this success was been calculated that the tower can resist a wind force of 270 lbs. to the missed. The Regulations for the Governsquare foot, corresponding to a total presment Scholarship state that 'no candidate sure of 2,500 tons on the whole building. The most violent storm in Paris has will be elected who fails to get 400 marks in never shown a pressure of more than 100. the four English subjects, together with lbs. to the square foot. The tower will, 300 marks in the remaining subjects'—that | therefore, be safe from this danger. The oscillation of the building is also expected is to say, a candidate must obtain twoto be very slight-namely, 75 of a centimetre at the summit. The height of the Monday, the 10th instant, at 4.15 p.m. 600) for Grammar, Composition, History, tower will probably vary by 20 centin stre, according to the temperature. Expery procantion will be taken to protect it from marks (300 out of 500) for Geography, lightning by the most approved lightning Arithmetic, Euclid, and Mensuration. At conductors. With regard to the erection of this gigantic work the foundations are first glance it seems fair that 631 per cent. expected to be in position before the first of the marks should be earned before a frost and the masonry of the base by the beginning of next year. By the end of 1887 the most difficult part, that of the first 60 mètres, is expected to be completed and the remaining 240 metres by the end of 1888. The kind of lifts to be used are not yet decided on, but it is confidently predicted that ten minutes will suffice to reach the summit, and that an hour will be requisite to go up by the ordinary staircase.

SUPREME COURT

IN ADMIRALTY.

Re COLLISION BETWEEN THE 'ESPOIR' AND 'NORDEN.'

The hearing of the action raised by Mr. M. C. Holm, owner of the Danish steamer Norden, against Lieut. Horace Reid

Vessels Advertised as Loading.

| Destination. | Versels. | Captain. | Agents. | 1 ate of Leaving. |
|---|----------------------------|-----------------|--|-------------------------|
| Bangkok | Danube (s) | Geo. Anderson | Yuen Fat Hong | Jan. 7, at daylight. |
| Batavia, &c., via Saigon Genea, &c. | Bormida (8) | Pirzarello | Carlowitz & Co | Pannary 15. |
| Hamburg, and Ports of Call London, via Suez Canal | Neckar (a). | Baur | Norddeutscher Lloyd | January 24, at noon. |
| London, and Ports of Call | Kaisar-i-Hind (s) | E. G. Stead | P. & O. S. N. Co | January 18, at 4 p.m. 1 |
| Marseilles, and l'orts of Call Nagasaki, Kobé and Yokohama | Thibet (8) | ******* | P. & O. S. N. Co | January 7, at 3 p.m. |
| Nagasaki, Kobé and Yokohama New York, via Suez Canal | Monelaus (s) | Nelson | Butterfield & Swire | January 9. |
| New York | Haroldine | Tibbetts | Russell & Co | Quick despatch. |
| San Francisco, via Yokohama | City of Rio de Janeiro (8) | | Pacific Mail S. S. Co | January 22, at 3 p.m. 1 |
| San Francisco | Peking (s) | Heuermann | Siemasen & Co | January 7, at 4 p.m. |
| Shanghai | Nepaul (a) | | P. & O. S. N. Co Jardine, Matheson & Co | Quick despatch. |
| Shanghai, vin Amoy | Jason (8) | Milligan | Butterfield & Swire | January 10. |
| Shanghai, via Amoy | Kashgar (s) | | P. & O. S. N. Co | Hanuary 10, at 5 p.m. |
| Singapore and London Swatow and Bangkok | Benledi (s) | Riddoch | Gibb, Livingston & Co | About January 14. |
| Sydney and Melbourne, &c | hingtu (s) | J. C. D. Arthur | Butterfield & SwireRussell & Co | January 10, at 4 p.m. |
| Sydney and Melbourne, &c Trighte, &c | | | O. Bachrach | January 14, at noon. |

| | | i | SHA | Kŀ | بلتك | 18 | T. –ԱՍՍ | TA | TIONS. | | January 6, 185 |
|--|------------------------|-------|------------------------------|----------|--------------------------|----------|--|----------------|---|---|--|
| Stocks. | Nos. of Shares. | | alue. | Po .u | p. | P | osition per leserve. | LAE Bal | r Report. | Last Dividend | Closing Quotations, Cash. |
| BANKS. agkong and Shanghat Bank Cor | p. 60, 0 00 | 3 | 125 | ı | .11 |) i | 34,500,000 For equali- ation of div. | }\$ | | | 158 % prom., buyers |
| insurances. th-China Insurance Co., Ld | 5,000 | £ | 200 | £ | ર્કે | Tla | \$ 200,000 1. 100,000 | J Tls. | 406,132.00 | Tls. 20 p. sh. for 1885 | Tis. 270 per share |
| ngtaze Insurance Company, Ld. | 8,000 | £ | 27 | ź | all | £ | 50,000 | | 3,059.76 | 3½ % for ½ yr. Dec. 31 1884 | Tls. 115 " |
| ion Insurance Society Co., Ld. na Traders' Insurance Co., Ld. nton Insurance Office Co., Ld nese Insurance Co., Limited | 24,000 $ 10,000$ | 5 | 256 83,33 250 1,000 | 8 | 25 25 50 23. | \$ \$ | 575,000 600,000 188,000 28,711.50 | 10.10 | 439,089.41 187,524.75 494,405.00 | \$31 p sh. /84 20 % & annum 10 % for 1885 | \$85 \$68 ex div. |
| ngkong Fire Insurance Co., Ld na Fire Insurance Co., Ld gapore Insurance Company, L | $ 8,000 \\ 20,000$ | 11.11 | 250 100 100 | \$ \$ | 50 20 20 | \$ | 1,000,000 | 6 | 283,482.55 | \$27.50 for '85 \$ 6 for 1881 | \$427½ " \$89 per share, buyers \$22 |
| RTEAMBOAT COMPANIES. C. C. and M. Steamboat Co., I | . 8,000 | 3 | 100 | 1 | il | \$ | 180,000 | \$ | 12,859.74 | 6 % half year | 83 % prem. |
| uglas Steamship Co., Limited . le-China S. N. Company, Limit 10,000 shares issued | ed 18,387 | £ | 50 10 10 | | ıll 10 10 | : | 142,370.01 | \$ £ | | June 30/86 8 % 7 % for 1885 | \$47 par |
| ina and Manila S. S. Co., Ld | 3,500 | \$ | 100 | ٠. | all | | ••• | | *** | None | 25 discount |
| ng & Whampoa Dock Co., I | .d. 12, 500 | 3 | 125 | | all | \$ | 18,000 | 3 - | 6,701.43 | 7 % half year | \$124 % prem., buyers |
| and China Gas Co., Limited, | } 5,100 1,900 | | 10 10 | | all 7.10 | £ | 9,177,31,3 | £ | 1,527.3.11 | 10% and $2%$ bonus for 1.4 | \$130 per share, buyers |
| and Hotel Company, Lt | 3,000 | ١. | 100 | 1 | all | · . | *** | 8 | 1,321.41 | \$6 half year June 30 1586 | \$195 per share |
| Var Company, Limited Ice Company, Limited Bakery Company, Ld. Company, Limited | 5,000 |) § | 100 25 50 100 | | all all all all | 04. 85 | 30,000 6,00 0 | (5 m as a | 13,451.51 1,125.30 690.60 1,094.52 | \$12 \$16 | \$123 per share \$41 per share \$120 " \$58 " |
| ining & S'ting Co Sunghie Due Sama | 5.00 | 9 6 | 50 10 |) - 1 | all - | | 144 | | .,, | None None | \$5 " nominal |
| Ianufactory Co., I Vanufacturing Co. | d. 3,000 | 8 | 50 50 |) | 5 all all | | 1=4 | | First year | 7 % | \$13 cash \$54 60 % discount |
| Jo., Limited | " · | . 1 | - 100 |) | all | | • | 8 | 372.9 | 6 months | \$132; buyers |
| bos. amwaya Co., I | .d. 1,250 | \$ | 100 | 8- | 50 | | ates of Int | | Payable. | | 8 % prem. |
| pt. A. 81 | 8,562 2790 | 8 | ·· 500 | | all al! | " | 8 % | Jr | ne16&Dec.16 March 15 | | par 2 % prem. |
| O. H. B | 2790 | | 500 500 | | all all | | 8% | | June 30 Oct. 15 |) · · · | 7 % prem. 8 % prem. 3 % prem |

A. G. STOKES, Share Broker

THERMOMETER-9 A.M... 56 1 P. M. 4 P.M. (Wet bulb) 98. 52 Maximum 61 Do Mintinum over the METEOROLOGICALEGISTER. AT 4 P.M. TO-Y. Barometer . \$0,14 Temperature. Humidity: . Direction of Wind Weather Hongkong Observatory, duary 6, 1887 CHINA COAST METEGLOGICAL REGISTER January 5.—ate, m. Manila.....29.87 85 Hongkong 30.04 64 64 NK2 30.07 60 82 881 Shanghai.. 30.18 42 | 92 N 63 | 0 Nagasaki... 30.09 - - NE - NE - Wi'ostock. 29.92 2 - NE b JANUARY 6.—AT 10k. Manila.....30.01: 80 75 Hongkong 30.26 56 Amoy 30.35 54 74 NE C Shanghai. 30.34 37 71 Nw bf Nagasaki.. 30.11 — — NW — — — — Wl'ostock. 29.76 5 60 N c —

the weather cloudy.

Government Asthmer. Hongkong Observatory, Januas and handredths.

4. Desection of Wind to two the 5. FORDE OF WIND, according Beaufort 6. STATE OF WEATHER. b blue, c dotached clouds, d drizeling, rain, f in gloomy Ahaii, I lightning, o overcast, p passahowers, q squally, r rain, s anow, t thunder fisibility.

7. Rain, in Inches, tenths and haidthe.

New Malwa, sh, 500 Allowance, Bs..... 32/48 Old Maiwa, ci,..... 520/540 Allowance, T.s..... 32/50 Persian, Oilyash ... 370/420 Allowance, To 16/32 Persian, Papered ... 400/485 Allowance, Ta 48 Temperare. Queen's Rt. BAROMETER- 9 A.M. 30.220

The barometer has risen a gradients for N.E. winds are rather steel The temperature is low, the humidity Herate and

(Taken at Messrs Falcones Co.'s Premises, 30.135'L P.M..... 30.1204 P.M ...

neit, and to the level of the sea indes, tenths 2. THEFERATURE, in the shade degrees, 8. Humidiry, in percentage of flation, the humidity of air saturated with mare being

steamer Berenic, from Trieste, left Singapore on the 1st instant, and may

be expected here on or about the 8th The O. S. S. Co.'s steamship Jason from Liverpool, left Singapore on the

The Indo-China Steam Navigation Co.'s miy be expected here on or about the 9th inst.

Glisgow, was to leave Singapore on the the public the very minimum of information 4th inst., and may be expected here

or about the 12th inst.

Liverpool, left Singapore yesterday morning, WE are requested to state that the Com-

and sailed for this port to-day.

THE Football Match arranged for this afternoon was unavoidably postponed to thirds of the maximum of marks (400 out of The Cricket match between the Hongkong and Literature, and three-fifths of Cricket Club and the Club's Foochow Team has also been unavoidably postponed until Saturday, the 8th instant, at 11 o'clock.

We learn that a telegram has been received | candidate secures the Government Scholarby Mesers Malchers & Co., the agents for ship; but the consideration must be borne the Anthon Gunter. a German barque in mind that the answers are probably apbound for Hongkong and considerably praised upon a faulty or defective system. overdue, that the vessel has had to For instance, when Mr W. Bosman gained put into Touron. The Anthon Gunter the Government Scholarship two years ago, left Sandakan, Borneo, about a month he narrowly escaped failure in the English with timber for Hongkong. When subjects by 7 marks, being credited with she was, it is said, about 100 miles only 407 for these papers; while for the from Hongkong she began to leak so bidly that the Captain, finding it impossible to beat up against the N.E. monsoon, determined to turn about and run South for the nearest port. He succeeded in reaching Tourou. At Touron there is no means for repairing a vessel, and it is feared the barque will have to remain there until the

We learn that nothing has as yet been course, not a word can be said against heard of the Japanese ironolad Unchi-kan, the Examiners, for the same rules are unwhich is now many days overdue at Yoko. doubtedly applied in every case; but the hama. She left Singapore for Japan direct | result is, that candidates of even more than more than a month since, and grave fears average ability may thus be excluded from are now entertained for her safety. Built the advantages of the Scholarships. Take. in France for the Japanese Government, for instance, the paper on English Composishe was, we believe, in charge of a French | tion at last examination. The maximum crew. It is surprising that no news what. of marks allowed for this subject is 200. ever has been heard of her from Manila, and the number of marks awarded is 70 to the two candidates slike (Lo Kit, from succeeded in making that port or any other | Victoria College, and T. Lammert, from place of shelter. H. M. S. Heroine (Cap. St Paul's College). We have not seen these tain Balfour) has, we hear, been ordered to | papers; but judging by the good average proceed to sea from this port, in search of shown by the candidates in English History the missing vessel; and it is to be hoped and English Literature, and by the relative that this friendly action of Admiral Hamil. | merit which a per-centage of marks gained generally shows, it looks as if the marks given certainly did not err on the side of THE Lee Minstrel Troups of H. B. M.'s lemency. Twenty to forty per cent. of

valume of the 'Proceedings of the Institute of Civil Engineers' of what seems a somewhat novel way of removing shoals or sands. THE robbery of the Rev. R. O'D. Rose A steamer furnished with a powerful stern River, Oregon, and the engines set to work. In eight days she opened a channel to a depth of seven feet below the propeller.

> may remember in connection with the almost mad attempt he made to fast for well-known American city of Minneapolis as a salcon-keeper. He is now a prosperous man, and he attributes his prosperity has practised continuously since his fast, Doctor Tanner holds that our longings after evil proceed solely from the beasts which ing to him the Americans are a people of low and immoral instincts because they are so fond of pig-the most debauched and guileful of edible animals. There are many who will think the Doctor to be off his head, but experience and reason would prove to them that there is a great deal of truth in what Dr Tanner says. - American

Much the most amusing story of the last own account at early morning at Woolwich. It broke in the door of a workman's house. ed in the window and speedily consumed all the food left on the supper table, together with the breakfast of the master of the house which was tied up in a cloth. So far all went well, but in its search for further plunder the intruder smashed the crockery and broke furniture. Thereupon the lady of the house despatched her husband for a policeman, and descended, armed with a poker, to do battle with what she imagined was an ordinary housebreaker.

She could just discern some dark object in the room, and, suspecting that it was a burglar, called to him to retreat or surrender; but the object approached her she smote it heavily with her poker, whereupon the trank carled up and the elephant It is a capital story, as it is told; but

just imagine the feelings of the woman who found herself belabouring an angry elephant with a poker in the small hours of the THE Monitew des Grands Travaux publishes a long account of the gigantic tower which is to form a prominent feature in the Paris Exhibition of 1889. The site finally decid-

(Before Sir George Phillippo, Chief Justice, with Hon. H. G. Thomsett, Assessor.) Thursday, Jan. 6.

a collision in the Canton river, was conbut the actions were consolidated.

Mr Francia, instructed by Mr Wilson, I starboard, from the office of Mossis Wotton and Den-Johnson, of Messrs Sharp, Johnson and Stokes, appeared for the defendant.

watched the lights for about five minutes. pass about 100 to 150 yards from us. I then went aft to see that the ship was f the helm starboard, which he did. I re- lengthe hatch,

order hard a starboard. I then went on caused by the men rushing down. she had ported her helm. I then went to side. He observed the Captain, Mr Clive was in the month of August that the books the engine telegraph and signalled and the gunner there. into her. The collision took place about | the rough log to the Captain and saw the \$300 for? 20 seconds after the order hard a port. Captain write it up before eight o'clock. We struck her at an angle of about 30 The collision took place at 6.30. He had degrees between the fore and aft lines. Written nothing in the log-book before he

to the cutter. I would say that we struck | fore the Captain say it. Captain Davidson on board. He came David Hill said he was A. B. on board Examination resumed—It was at Mr the case stands the can be no doubt whatto the gangway to meet me. He asked the Espoir. He was leadsman from 6 to 7. Woodin's request that I went through the ever. It may be very meritorious for a up this new Company, and Mr Hurley lision. I say, took place from 1) to 2 miles | would have seen her light and would not N. by W. & W. from the N.E. point of have stayed to get in jured. Espoir we went over to Towling Island up by davits outside. about 1.30 p.m. next day. That day the fore and main mast on the port side.

I never saw the Norden on our port bow -- | there. not till after the collision. The collision did not take place anywhere between the charge on board the Espoir. About six sition of the Bate rock would have made such leading stoker executed that order, would have been no collision. If we had blows. seen their red light on our port bow as they ray, we would have ported our helm. 1 that I did not see the light of the Norden | lated before we left Macao, but I cannot before I set the Espair on her course. The say positively. quartermaster keeps the rough logbook. It

is verified by me when I make up the fair log, astern at 6.20 by the engine room clock; I sometimes have to leave out things, be- and the collision took place about 15 or 20 cause they often put in a lot of rubbish, seconds after, It was the Captain who wrote up the rough log on the evening of the 3rd November, I saw him begin to write it. He wrote it up at eight o'clock. I do not know if there was anything in the log before he began to write. I do not remember having seen the Captain or any other body rub out any.

Cross-examined-I have been on the Es. poir since July last. I had been to Canton before in Aug. last in the day time, starting from Hongkong. I have had some conversation with Capt. Adams about this case since yesterday. He told me he had been asked what course he had come up from Macao. He told me he had said he passed to the eastward of Lankit Island, He also told me had been asked what side of Wang-tung island he passed on. There may have been further conversation on the subject but I do not remember. It was I who put down. the course from Macao to Canton and he approved of it. The Espoir passed to the eastward of Lankit Island. I should have remembered that fact although the Captain had not told me. At the time the Captain and I were consulting the charts when the look out man had been called to pass orders. I think the gunner kept watch. Beveral men who were smoking in the allogway were told to keep witch. I was not sood points they have. In moderate dozes, to Englishmen, and when should we ever refrain from drinking, but drink slowly to the lights were pointed out to me. The first engaged on the 1st February 1885 by lights then appeared to be half a point Mr William Legge for the Company. on the starboard side. It was not possible that she could be on the port side. From what I know of the Rules of the Road in and read. Mr Hurley's letter was dated collecting the secounts, I had to send them Mr Hurley's letter was dated collecting the secounts, I had to send them Mr Hurley's letter was dated collecting the secounts. I had to send them Mr Hurley's letter was dated collecting the secounts, I had to send them Mr Hurley's letter was dated collecting the secounts. I had to send them Mr Hurley's letter was dated collecting the secounts. I had to send them Mr Hurley's letter was dated collecting the secounts. I had to send them Mr Hurley's letter was dated collecting the secounts. ing vessel and not a crossing vessel. At to the Secretary of the Hongkong Steam

ined by Mr. Francis, said—When the Nor- a bonus of 10 per cent. on the profits earn- or six months later I was axed to hand back | December to read the notices was because | honestly made is a mere detail), and who is | the certain consequences. Acting Attorney General, instructed by Mr den was about a mile off, she appeared ed for the six months.' Mr Legge's reply the despatch box; but it is impossible to the had not given up the books. about one point on the starboard side, was dated the 30th January, and ran as do so then, and it was ulimately given to By Mr Bowles—The only statement of is to have a nice home and a good cook. It | that the time will come when another and a Sub-Lieut-nam Clive said I was on 22 points on the starboard side. If we had authorised by the Directors to accept the ings of the Company this bar as Secretary, dry Co. drawn up personally can put them on Boards as directors, or she namely, England for the English? If the board the Espair on the 3rd November. | not ported after we saw the vessel coming | terms of your letter of yesterday afternoon | I attended the meetings of the 24th November. | can scrape acquaintance with a few social | cry be raised I shall not blame my country-We were abreast of the north east point of on to us, we would have been cut into. Tiger Island between six and a quarter past. Allan Henderson, L. Sergeant R. M. L. I. Secretary. An agreement will be prepared to read the notice calling be meetings, and Hurley in April, 1886.

forecastle to set the shipse course. I was on the starboard side fully, William Liscon, Acting Secretary. I tries in 1886?—I am not a good bookkeeper obtained by a little adroit management, and to steer N. by W. I W. Our object in of the topgallant forecastle about six o'clock. Witness, continuing—No agreement was wrote up the minutes of these meetings. You know. I see there are a number of one wife secures others—'co n'est que la Mr. Redmond—who says that he will going over to Tiger Island was to get a good There were a great many there at the time— ever prepared. I commenced my duties on I have received no remutration, nor have entries Rent unpaid by the Victoria Laun- première qui coûte. Her dinners are so nover cease agitating till he has turned out departure. We had passed from 150 to 200 | including the Captain and the Navigating | the 1st February 1885. The account books | I received notice of my deharge. yards off Antinghoi point on the way going Lieutenant. About ten minutes past six and venchers were not handed over at that | His Lordship—What lo you think a what he is charging as for, for entering a Mr. — sits by Mrs. —. By pursuing this or the Daily News, or one of these precious up. I did not think it advisable to take I saw a bright light and afterwards a green time. I was told by the Directors, by Mr fair remuneration for transferring the statement that he has not paid us money course she eventually gets very grand people, I leagues, kindles the flame, there will be a my departure from there, as you cannot light on the starboard bow. I heard the Legge in particular, that they would be shares? How long did take you? You which he ought to have paid. get a straight line from there. I con- Captain say look out for a red light made up to the 31st December 1884, and were serving another surpany, that is tinued looking out after I set the ship and I thought it was my duty to handed over at an early date. I got them practically continuing to old Company, handed over to Mr Hurley in 1886?—To on her course. I gave the course to the look out along with the others. I watch- in August 1885. My agreement terminated You were really Secrety for the new : quarter-master and told him to keep her ed the green light for about twelve on the 31st July. I addressed a letter to and nominally secretarifor the old com-

where I found the Captain who pointed out | board was given an order hard a port was | after the general meeting of shafeholders. yards N. by W. of the N.E. of Tiger Island | danger staying on the forecastle. Before I | free quarters and fuel, and a bonus the first | sufficient to be worth this. when I saw the light. I remained and saw the red light I judged the vessel would | year of 5 per cent. second year 72 per cent. Did you really unsystand that

Cross examined—I never saw the three | kept steady on her course. The light then | lights together: The green light vanished bore about the same as when I first saw it. when the red light came into view. Just It may have altered a degree or two more before the collision there was a general to the starboard. I went to the compass, I rush from the forecastle of those who were standing close to the quarter-master on the | walking and smoking there. There was a | starboard side. The ship's course while good deal of noise and confusion at the I was there was steady N. by W. 1 W. moment. I cannot say whether the Captain | said no, and it was ultimately agreed I heard the order starboard while I was for the Lieutenant rushed down. I found that I should receive \$175 a month, with there and I told the quarter-master to put the Captain beside me when I got to the

mained there about 20 seconds after. I | Re-examined—The ladder is very narrow | This was at an informal conversation.

sufficiently high up on the ladder I saw the smoking about 6 p.m. on the 3rd Novem- | years from memoranda. I was told there white and green lights of the vessel about | ber. He corroborated the former evidence. | was a minute book, but I never saw it. two points on the starboard how. Her | Cross-examined :- There were a lot of | After the conversation, I received \$175 per red light then came into view. I saw men on the forecastle chatting and smok- month. I drew \$175 for August and by the alteration in the steamer's lights that | ing. Witness was standing on the port | remaining four months of the year.

board and hard a port. I know that the port and shortly after the collision took | Company to be judebted where it really was engines were actually reversed. The Nor- | place. He did not know how much the ves- | not. den then crossed our bows and we ran | sel came round by the port helm. He took

The damage done to our vessel was as gave it to the Captain. follows,- the bowsprit, the jibboom, the | Cross-examined-He had seen nobody bumpkin and the port cathead were carried | rub anything out. The page on which the 'away' and a cutter was staved in on the occurrence was entered was perfectly clean. port side. Judging from the damage done | Mr Clive wrote something in the book be. | The accountant's work which I did was, I

was going about six knots an hour, two points. She could have paid round Bent an inhaborto without Norden - I was to No. With Market and the contract of the manufacture of the contract of the contrac

if our lights were burning. I said Yes. saw no light on the port side. He would Mr Gourdin made up the former books. Later on I pointed out in a casual way that | have seen a light if there had been one was before going away that I pointed out cutter. He picked himself up in the cutthe lights to the Captain. When I was on | ter. He saw nothing of the ship till board the Norden I did not see Tiger Island, she struck. He was injured on the arm While I was on board the Norden I thought | and slightly on the left leg. If there the Espoir steamed round her. The col- had been a steamer on the port bow he

Tiger Island. After I got back to the | Cross-examined-The cutter was hoisted and anchored there, remaining there till By the Assessor-The cutter is between

while at anchor we took bearings, which Benjamin Herring said he was a first. I laid off on the chart and wrote them down | class boy on board the Espoir. He was on in my note-book when I took them, copy- the topgallant forecastle on the 3rd Noveming them afterwards into the ship's log, bor He was not on duty. He went We were then about three-quarters of a up about 6.15 p.m. He told much the mile from where the collision took place. same story as the other witnesses who were

J. J. Frost said-I am the engineer in

Bate rock and Tiger Island. The positions o'clock on the 3rd November I was in the they mark on the chart are wrong. The engine room. The engines were going from ships could not have come together where 95 to 10) revolutions a minute, which they say. If we had been there we would would give a speed of somewhat less than have had no reason to starboard our helm, eight knots. I received orders by the if we could have avoided it, because the po- telegraph to go full speed astern The a movement dangerous I put the Espoir on | was on the reversing year and I was on the the course marked on the chart produced, platform just above. It took three or four where I have also marked where we anchor- seconds to obey that order. The engines ed. When I last saw the green light of the were going astern three or four seconds plain exactly how the new C mpany was Norden I thought she would pass from 100 after I received the order. I felt the shock to 150 yards from us. If she had kept on of the collision about 15 seconds after I her course and we had kept on ours, there received the order. I felt two distinct

Cross-examined-I have a clock in the engine room which is regulated as a rule never heard any whistle. I am quite sure by the ship's clock; I believe it was regu-

By the Court—I gave the order full apeed

The Court was adjourned till to-morrow.

IN SUMMARY JURISDICTION. (Before His Honour Mr Justice Russell Puisne . Judge.) Thursday, January 6.

R. O. HURLEY V. HONGKONG STEAM LAUNDRY CO. -\$600.

Plaintiff in this suit was formerly Scoretary to the defendant Company, and now claimed \$300 for making up the books of the Company previous to his employment and \$300 for acting as the Company's dry Co. to the Oredit of the old company. Mr Bowles, from the office of Messra

Wotson and Dencon, appeared for the plaintiff. Defendants, Messrs E. L. Woodin, during the year for the company between works weready to begin operations. The W. Legge and A. Johnston, Directors, \$1,600 ard \$1,700. I had the Registry of books wereast practically by the Hong-Mr Rowles having explained plaintiff's claim, which is fully set out in the evid-

ence, called, an accountant. I was at one time in the

Copies of Mr Hurley's letter to the Company and Mr Legge's reply were here put

Adams, commander of H.M.S. Espoir, the same bearing. In five minutes we wrote; Referring to the conversation Co. On the 8th January Mr Gourdin, at has been asked for the accounts several country where they are more likely to obtain | Englishman; if ever sanctioned, becomes would have approached about 11 miles. I which I had with the Directors on Tuesday | the request of the Directs, handed over times. do not think she should have opened out in evening I am disposed to accept the position to me a despatch box contining the seal of By his Lordship Previous to the most and we have a sincere respect for successful not only from rebel papers but from so tinued to-day. A counter-action was raised, that distance. A few seconds elapsed be- of Secretary of the Company and Manager | the company and Manag tween the orders 'starboard' and hard of the Works for six months from the forethat, when I wanted to rangior shares, I and myself had asked for the accounts, interest and amusement the career of some And, lastly, the miserable cry of Wales

William Bonshow, gunner, cross-exam- with free quarters and fuel; in addition to permission, entered the trasfer. Some five meetings of the 24th November and 10th man who rolls in money (honestly or dis- feet recklessness and an atter disregard of

on her course. I remained aft for a short minutes. I saw the red light. Before that the Directors asking if they wanted my pany. I take it that thi claim is for work time to see if the quarter-master under- an order was given to starboard and then services further. My letter is dated the 1st | and labour done-there as no specific con-I then returned to the topgallant forecastle | or a half minute after the order hard a star- | reply was given to me on the 29th August | have done, and what yor work merits the white and green lights of a steamer a given, a red light having come into view. The left was here put and read. It trifle on the starboard bow about three or I then rushed down from the topgallant fore- contained plaintiff's statement of his terms. four miles distant. We were about 200 | castle and went aft as I thought I was in | He claimed to be paid \$200 per month, with | up of the accounts also would be quite

> for three years.] Continuing witness said—On the 20th, a general meeting was held at which it was decided to continue the concern for a further term of six months. After the meeting, I asked the Directors if they accepted the terms of my letter. They

and third year 10 per cent, on the dividend,

some slight alteration. In reply to his Lordship witness said could not see the lights there. While the and the confusion arose from one man try- There is no minute of what took place. I wheel was being put starboard I heard the ling to get over the other. The noise was have kept a minute book since I took charge, but the minutes have not been the bridge starboard ladder which is three | Douglas E. Mayes said he was an engine | signed by the Chairman, because I had to or four yards from the wheel. When I was | room officer. He was on the forecastle | write up the minutes of the two previous

containing the accounts of the previous full speed astern. The telegraph was Edwin Tossle said he was quar- business of the company were handed over. in the centre of the bridge amidships. It ter master on board the Espoir. He They were made up to the 30th June, and would take me from where I had been had the six to eight watch on showed a debit balance of \$16,271.84. standing about two or three seconds to go | the 'rd November. His duties were to | These books were made up by an outside to the telegraph. I heard at that time an take charge of the wheel. Mr Clive gave party. They were seen to be wrong, as order from the Captain hard a port. I him the course N. by W. W. Mr Clive the debts of the Company were not more went to the quarter-master and repeated it. | told him to keep the vessel on her course. | than \$10,000. I had therefore to make an The order was carried out immediately - | The Espoir had paid off about two points | examination of the whole of the back acwithin five seconds. About fifteen seconds after he starboarded. Before he could get counts and vouchers, and found some 50 elapsed between the orders hard a star- the helm over he heard the order hard a entries to the wrong account, showing the put a question to thwitness.

His Lordship—Is this what you claim the

Witness-Yes, for the accountant's work. His Lordship-Was there any specific agreement to do this? Did this not come within the scope of your duties?

Witness-I do not think so. If I had known that anything of this kind was to occur I should not have taken the position. consider, worth very much more than I at an acute angle. After the first blow we | By the Assessor-The helm was long | claim. It was all night work, and the orgrazed along the port side. The Norden enough a starboard for the vessel to pay off dinary duties of manager and secretary were quite enough to keep me going. After the collision we separated about but little by the port helm, the time was made no request to the Directors, for extra a quarter of a mile. The Norden and so short. The vessel, when the collision payment, nor did I receive any promise chored. We stopped the engines. I was took place, would thus be heading about from them that I would receive extra pay-

me if it was a Chinese gunboat that had He was on the cutter on the port side. He books. It took me from the 8th August to Secretary to take ich an extra amount of brought the proposal to their notice. collided with him. I said No. He asked me | was heaving the lead during that time. He | the end of that month to make them up. | trouble, but he ce scarcely come forward His Lordship here said that if this was. our lights were burning brightly then. It He saw nothing till the ship struck the the plaintiff's case on the first part of the claim he did not see how he could get anything. Plaintiff had only done what might | February 1885 fear months. He was rehave been expected from a Secretary or lengaged, to the it of my memory, to the Manager in a case of this sort, and he should not think any extra remuncration to the end of Dember because the Direcwould be paid unless it was asked for. tors thought the dertaking was not to be Otherwise I take it that in the ordinary successful and ty had no desire to extend common sense view of the question that a | their experimen further. There was no man in plaintiff's position would be interested in the success of the Company so far as to correct any mistake which might come before him. He could scarcely turn round after two years and claim for what he

> . Mr Bowles was proceeding to argue in his client's behalf, when his Lordship said— to the 31st Denber !- By the man who of your claim. I certainly shall not en- work. courage you in that.

> Examination continued—I was paid this | not aware of y entries for 1886. salary of \$175 to the 31st December Company was ne, and the entries ought the Company during 1886, such as making | (Looking at a bk) I notice here an entry up the books, transferring scrip, dividing | Victoria Laury Co. Rent of Premises scrip and attending the meetings as secre- | \$200; ' to beg with, that has not been tary. I negotiated the lease of the premises and transfer of the machinery from the Hougkong to the Victoria Laundry Co. in

January 1886. His Lordship here asked plaintiff to exformed. How were ithe negociations conducted. He wanted to know who the plain-

tiff was serving. Plaintiff then read a minute to the effect that on the 24th December he accepted, on behalf of the Hongkong Steam Laundry Co. the offer of Messrs G. C. Anderson, Fraser-Smith; Courdin, Lemke, and Hurley. an offer for a lease of the Company's plant, it being understood that they would be registered as a united company under the

local ordinances, the lease being made out from the old Company to the new for a period of five years, with the option of leasing it for five years more. That lease was to have dated from the 1st January, but it was the 31st January before it was signed. The Company was registered on the 23rd January, and plaintiff sign ed the lease on the 30th, as Secretary for both companies. He continued to sign as Secretary of the old Company after that,

Examination continued-I have kept the Mr Bowles This letter was written by books of the Hongkong Steam Laundry Mr Hurley and addressed either to the Co. up to November 1886. "During the first | Chairman offrectors of the Company, and five months of the year I collected for the Mr. Hurley rein stated that the books of company accounts for \$1,359.36. They were collected in the ordinary course of my until his cle was settled, duties at the Laundry. They were passed through the books of the Victoria Laun- so now? On the 31st December, 1885, there were bills outstanding against the company amountingto about \$1,500, and I have paid the building the premises, and until the Shares un to the 25th September this kong and inghai Bank. Everything was American women are pleasant; they have

His Lordship-Is that the only thing? Witness-I don't know that there are any more. On Jan. 9 I transferred some shares no claim re. from Mr Matchitt to Mr Shepherd. In

1st February at a salary of \$160 per month, went to Mr Gourdin's offe, and, with his The reason we called upon him at the middly-class English woman, married to a for the Welsh' has been started, with per-

Plaintiff-I think \$25 month is as little as-can be given; the collecting of the accounts, payment of th bills, and making

were paid for what yo did ! Was there any understanding better you and any of the Directors that you'ere to be paid?-There was no material inderstanding, except that I was trying | do my best for the shareholders.

Was there any uncestanding between you and the Directors int you were not to get any remuneration rom the Directors for what you did !- Thre was no understanding whatever.

Did you expect to t paid from the old Company for what youwere continuing to do !- I did, especially the material part of the Secretary's worlthat of keeping the proprietary books of th Company, was part of what I had to a I did not ask any of them if I wate get paid for my trouble. I did not diuss the matter with them at all. I though they might have given me an honoraum of some sort. only served five mons under the second agreement as the ne contract practically superseded the old or I got paid for Ja nuary by the new Copany.

when Mr Gourdin, the was present in

His Lordship askewhat Mr Gourdin had to do with the case. Mr Gourdin saidhe simply wished to His Lordship refud to allow witness to | call him as a witness.

be examined by Mrourdin. There was some uestion at this stage whether or not Mr owles should call Mr Legge, whom he id subponzed. Bowles said that are understood Mr Woodin was to call MLegge he would not. although he had sukensed him, do so, but Leggo when call by Mr Woodin, it more advisable teall Mr Lerge himself. William Legge is then called, and being sworn, said-In one of the Directors of the Hangkong ham Laundry Co. Mr Bowles herasked, evidently with

tion—I don't knowhether your Lordship (dismisses my claim the first part. His Larcahip F veally must As

the view of saviv unnecessary examina-

Mr Legge's emination was then resumed-Mr Huty was Secretary for some time. Heras engaged on the 1st and of Decemberat year. I think it was ides of continuithe Company then. Then who was do the work for 1886

-There was nobrk in 1886 to do. What work there was i 886 belonged to 1885, and it formed part the plaintiff's duties. The Laundry was clid on the 1st January. How did vouspect the accounts owing

What about a entries for 1886?—I am I did all the Secretary's work for to have been sed on the 31st December

> The arrangient was that you were to receive rent for the new Company ?-We! have received ine. That is note question. The arrange ment was thabu were to receive rents ?-Still, all thintries are last year, -That

Certainly, bute have received none. may be, but if business of the Company closed in 188 and the outstanding bills and accounts tht to have been settled in the following outh. But Mr Hurley de-That is not ofault. We have tried over and over again get things settled by him. Were you shose meetings?-I was. Mr Hurley was to present. I did not call upon him to id the minutes, but he read

Why?—Beuse he was the Secretary. Then you mit he was Secretary !-- Un; doubtedly, had never handed the books Why werthey not handed over?—I

don't know. schaps this letter will explain then handed by Mr Legge and read by in England :-

the Compa could not be handed over His Lordip to witness—Has he done Witness-fo.

Examinan resumed—I acted as Secretary during formation of the Company.

Witness was not a naid Secretary, to catch a Royal glance?

When I saw the three lights she was 2 to follows :- My dear Mr Hurley,-I am Mr Legge. I have attented all the meet- the accounts of the Hongkong Steam Laun- is easy to pick up a few men. Her husband still more formidable cry will be raisedoffering your services as the Company's ber and 10th December. was called upon There was no statement drawn up by Mr | whelps at Sandown, or some such place. men, but I shall blame those persons who

dry Co;' about ten lines at a time, that is nice,' and she always takes care to see that of Ireland overy official of English blood'-Why were the despatch box and papers | her dinners.

close up affairs. plaintiff had ever received notice that his now professes a great sympathy for some abilities. They owe it to nothing of the engagement was cancelled. Witness said middle-aged nobleman, who, in return for kind. The explanation is a much simpler stood and had actually carried out my orders. to go hard a starboard. About a quarter August. I got no written reply. A verbal tract—and I want to secuctually what you he presumed plaintiff had received no. the sympathy, gets her invited to one or two one. Nine out of ten young Irishmen and

had given-him notice.

fically arranged that he should do so, but pienies at her villa in the country (Ascot or | qualified than any possible Englishmen to there was no word of remuneration. Any Maidenhead, for preference). remuneration there was was to come out of the other Company.

was any such understanding. Johnston adding that he did so voluntarily who is dull and vulgar -- a mere money-mak- and real co-operation are possible. I say at a meeting held in Mr Woodin's private ingmachine. She makes him subscribe large- in all seriousness, that if this process of room in December. He also mentioned ly to the Tory Party funds. This secures one-sided naturalization is to go on, it is that in the month of December Mr his election to the Carlton Club by the com- high time its promoters were warned. This finished Mr urley's examination, Hurley's time was taken up with the mittee, as an 'eminent Conservative.' A will speak of the United Kingdom as and he was about to ave the witness box, formation of the new Company.

Court, asked if he milt put a question to had made some statements which reflected Between the Club, the House, and the But if he or they, or any one else, forbids on Mr Gourdin. Might Mr Gourdin get | City, he is not much in his wife's way, and | me so to regard it, I am quite prepared to

Mr Hurley to give rebutting evidence with | to the best road to 'society,' I should say, | Only then also, and above all, England for regard to what Mr Johnston had said. posed that he had not attended any meet- look out for a Primrose Habitation, with a would contest highlf with examining Mr | ing of the Directors after the 3rd Septem- | good many society ladies in it, for yourself. ber, 1885, and that all negotiations about the Ultimately, howev, Mr Bowles thought transfer of the company were carried on by

> His Lordship then recalled Mr Johnston and asked him, after hearing what plaintiff had said, if he still adhered to his statement. Mr Johnston said he did, and the other directors were able to confirm this, His Lordship also recalled Mr Legge who said he remembered positively that M Hurley war at the meeting in December: they had to discuss the question of getting

This concluded the syndence. Mr Bowles then referred his Lordship to Macdonald on Master and Servant, with re gard to remnueration for extra work. He submitted that plaintiff was entitled to remuneration for the extra work, especially as it was night work. With regard to the for the so-called Celtic divisions of the second part of the claim, his agreement ran out on the 31st December, for which he received his remuneration. The making up of the books and collecting of accounts could not possibly be done up to that date, and plaintiff was therefore entitled to remuneration for work done after that date.

His Lordship—With reference to the first part of the claim, I can say nothing further than that if he did the work, he did only what might have been reasonably expected of Kingdom was for all intents and purposes, a Secretary. It was his duty as Secretary of legislative and administrative, one and inthe Company if he found anything wrong divisible, nothing would have induced mo I think you had better go on with the rest was paid for dig the work; it was 1885 to put it right even if he did have to work to utter a word which could be construed a few extra hours to make it clear, into an incentivo to strifo. I think therefore the claim for work done in the early part of 1885 should and I think it is in the interest not be entertained. As to the second part of all parties that the friends of disunion ing demand for fluid follows rapidly on the the claim, I am quite satisfied that the state. should be reminded that there is such ments and view of the Directors are the correct a thing as, playing with edged tools ones. He was the energetic spirit in getting up this Company before his accounts were closed. All his time, as Mr Johnston. work of getting up this new Company. The

puts it, in December, was devoted to the view they put forward is that the collecting of these accounts was really very little trouble | habitants of Great Britain and Ireland that to him as Secretary of the new Company, a they are too good or too odd or too ill-used, paid officer. Then the question comes to or in some way or other altogether too rebe quantum valeat. He was called upon to markable, to take part as ordinary citizens read the notices because he had the books in his possession, and he was the only man who really could give information to the shareholders. I don't think really he is enlaved and dall for three or four months. | titled to anything. I therefore dismiss the whole claim.

Mr Woodin asked if his Lordship would up the books. Mr Bowles said the books would certainly be given up.

HOW TO GET INTO SOCIETY

Truth of the 25th November contains the following racy though sarcastic remarks on how ladies, especially American ladies, A letter ed the 12th December was gain access to the charmed circles of Society

The zeal of perverts is notorious. When an American dame honours us (as, indeed, many do) with her presence, and obtains access to the charmed circle in which Royalty moves and has its being, her loyalty is effusive. AMrs. Brown Potter, a lady who all is said and done it will be at the most a lities by which Nature is endeavouring to gave some recitations here last season, writes that of all bermementoes of England, she values most some pinsgiven to her by the Prince of Wales, and I have observed with enrprise that this utterance is deemed so interesting that it is 'going the rounds' of the newspa-

year, and there were some divisions paid by chie, and all vouchers were kept a free and easy originality about them ject of the Queen should be eligible for any slops in a process by which Nature strives

out, enter them in the Victoria Laundry ber 1885, he has not done the work for this, I suppose, is why we have so many sighted policy of confining Irish appoint- coul, to that a sufficient quantity of the Co.'s books, and then transfer them in a which heas paid. Any work he may transatlantic aspirants to courtly festivities ments to men professing to be Irish is gain. I fluid taken may pass off by the kidneys.

These she gets to dinner. One or other compelled there to raise it. There is an six. When we were there I left the book; there are a lot of en- of them has a wife. The wife is appalling amount of dry fuel for this con-

> By degrees she receives invitations to . It is pretended that Scotch and Irish official ounnium-gatherums, and to crushes competitors owe their predominance in Witness was then examined as to whether | more numerous, perhaps, than select. She | English offices to their extraordinary captice, in fact he was certain the Directors really good houses where he has a firm foot- five out of six young Scotchmon have no ing-his wife's, perhaps, or somebody else's natural occupation-such as trade; coin-His Lordship.--He would still retain his wife. The time has come for her to give a merce, manufacture, and so on-to take to legal status as Secretary, although he ball. The sympathising nobleman puts her in their own district. Accordingly, they

> had coased active working. No doubt into the hands of some lady of quality, who cross the Channel or the border in quest of he was intended to sign all legal (for a consideration) asks the guests. The a salaried office. No blame to them, of documents. The question here was what ball is lavish, and is talked about, and it is course; it is simply a case of looking for were his services worth. He could not claim followed up by a few concerts, where the wages in the best market. There are practi-3175 per month simply because he was not very best artistes that money can procure cally only two trades in Ireland—farming discourse music. She now joins the Prim- and politics; and inasmuch as the former After a short discussion as to whether rose League and the committees of a few is not very profitable and requires a little his Lordship held that the writing up of charities, to which she subscribes largely. honesty and a little capital for its successful the books in 1886 belonged to 1885, Mr Finally, she gives a ball, at which she conduct, the latter has naturally become Woodin asked Mr Large if there was an herself invites the guests. All the profest greatly overstocked, and the supply of aspirunderstanding when the new Company was | sional beauties are there (this is a matter | ants for English salaries is likely to increase being formed that plaintiff should take over of a little money or of a triffe in jewellery), from day to day. Nor is it possible to strengand it is graced by the presence of Royalty. | then the case by saying that Irithmen, and Mr Legge said there was. It was speci- This is speedily followed by a few Sunday | Scotchmen are, as a matter of fact, better

> goal. She is on the highest rung of her true, it is simply because frishmen and Mr Bowles absolutely denied that there ladder. She cuts her old acquaintances | Scotchmen have known how to make things (this, indeed, is a painful necessity). She unpleasant for the Saxon, and have denied Mr E. L. Woodin and Mr A. Johnston, can refuse to invite this or that person to him the hospitality and fair treatment the other two directors, were then sworn, her parties. She can deplore the number which they themselves always expect, and and corroborated Mr Logge's assertion that of upstarts that manage to find their way invariably receive, in England. it was understood that plaintiff should un- into society. She is respected, admired, and In other words, they have failed to accept dertake the collection of the accounts, Mr envied. Her only thorn is her husband, loyally the only terms on which real unity second subscription leads to his being elect- my country as long as Mr Gladstone and Mr Woodin then said Mr Hurley ed as a Tory Member by a constituency. his Parnellite colleagues allow me to do so. when he is at home, he discreetly holds his take the consequence. I am every bit as His Lordship said he did not think it | tongue. If she aspires still further, she buys | proud of the country to which I really do would be worth while to put Mr Gourdin him a Baronetey by taking a financial in- belong as Mr Gladstone or Mr Parnell can in the box unless Mr Woodin wished to terest in all exhibitions and testimonial possibly be of the respective districts from buildings, and by the proffer of a very sub- which on suitable occasions they discover Mr Woodin said he did not wish to call stantial sum at a moment when funds are themselves to have spring. If it is to be wanted for a general election. Were I Iroland for the Irish, Scotland for the Mr Bowles then asked leave to recall consulted by one of these aspiring dames as Scotch, and Wales for the Welsh, very good. Above all things, see that your husband is the English. 'In l'as voulu, Georges Plaintiff again got into the box and de- a Conservative, and, as soon as possible, Dandin.

> > ENGLAND FOR THE ENGLISH. Mr H. O. Arnold Foster writes to the St Tames Budget at follows :-

Much prominence has recently been given in some quarters to the claims—or rather I should say to the demands—of various or reduces to.

should say to the demands—of various ing to cease agitating until he has turned. the respective nationalities to which they out of Ireland every official of English imagine themselves to belong. The case of blood. Apparently this ardent Gladstonian Ireland, the case of Scotland, the case of does not leve my countrymen; but, unless Wales, has been set forth with an ability my experience has very much deceived me and a strength of conviction which leave nothing to be desired. I am aware that the nation on whose behalf I ask leave to say a word is not fashionable just now, and has. I admit, been backward in the display of those profitable vices which have won kingdom the unbounded admiration of a certain class of politicians. I speak of that part of the United Kingdom known as Eng-

I am quite aware of the responsibility of what I am about to say; and as long as it was open to me to assume, as a matter of common acceptance by every sane person not an 'alien enemy,' that the United

But the battle is not of my choosing Mr Gladstone, Mr Redmond, the Daily News, and United Ireland, followed by a tribe of ardent patriots from the various extremities of these islands, have entered into a combination the apparent object of which is to convince a section of the inin the government of this great country and that, consequently, it is their duty and their interest to set up for themselves.

If the matter ended there, I should naturally regret that a foolish and heartless policy should find so many backers, and ? should wait with a mournful curiosity to make an order to compel plaintiff to give see which of the three beneficiaries went bankrupt first. But, unluckily, the matter does not end there. On the contrary, the movement has already reached a stage at which, in my opinion, it is absolutely essential to remind these sham Celts and their various champions that England is a country infinitely more important than Scotland, Ireland, and Wales put together-inhabited by a people at least as honest and deserving as the populations of those districts, and inheriting traditions far more glorious than either the Celtic

> case of equal treatment all round. A preserve health. We venture to hope that moment's reflection will show that this is those who are zealously arging the policy of not the case; but that, on the other hand, refusing to quench their thirst in this hot we Englishmen are daily handing over a weather because drinking makes people large and larger portion of our birthright to more thirsty will reconsider their policy

of scrips and also some transfers, by me inthe Company's despatch box, which is not without its charm; they are office he might be physically and morally to maintain the integrity of those organic There was one division of scrip between When the started the books were taken for more adaptable than their English sis able to fill. But already for years past this changes which the external heat has a teng Robert Crispe Hurley, sworn, said—I am Mr Ferguson and Mr Johnston. On Au- in hand a written up by Mr Gonrdin. ters, and they generally have the advantage principle has been intringed, and in every | dency to impede. The natural and true gust 11, I transferred ten shares to Mr J. Mr Hurlejates that he had to write up of being pretty, or, if not absolutely pretty, case to the detriment of England. How policy is to supply an adequate quantity of employ of the defendant company. I was S. Brewer. There were very few transfers the booker 21 months, now for 17 of they know how to do justice to whatever many appointments in Scotland are given fluid without excess. Therefore, do not working, that his claim represents five they are refreshing and invigorating. But hear the last of it if such appointments were as to allow time for the voice of Nothre to why is it that these Republicans are so very made ! Scotland for the Scotch has been | cry Enough! There is no drink so good His Louis Never mind that, there is fond of Court, and are thrown into a per- the practice for a long time; it is now to as pure water. For the sake of flavour, and no claim re.

[feet ecstasy of delight if they can manage become the precept. Iroland for the become the vegetable acids are useful, as Trish has not had the same acceptance till desh of lemon juice may be added with adthe end of five minutes the vessel had about Laundry Co. In this letter Mr Hurley lump sum to the Hougkong Steam Laundry have done 1885. He and Royal pins visiting us. I know no ing greater favour, till the selection of an Laundry

what they want. Wo are a nation of flunkeys, the signal for a howl of indignant protest,

bitten with the social craze? Her first step | And what are those consequences? Simply who like to sit by each other, to come to bigger blaze than the incendiaries will care to use or to endure.

fill posts in their own localities because the She is now made. She has attained her popular feeling is on their side. If it be

How the whole house of cards, this talk of separate nationalities, would come tumbling down, if it were once understood that the card house was the only one the basy builders would have to live in ! Fancy a

Home Ruler being reduced to live exclusively upon Ireland! The idea, of course, seems ludicrous; but if things go on as they are going, it is just possible that that is what some of these Separatist gentry may I fancy I could show Mr Redmond large and important districts in this country where he and his associates are not exactly beloved either, and, indeed, are less liked the better they are known. He is playing a dangerous game, and he may have reason to regret it one day. A little spark flay kindle a large flame; a hay-stuck is not . hard to light, and it burns very fiercely. I have always thought it must be exceedingly awkward for the rats which have sheltered and found their living in it when the fire

gets a good hold. THIRST IN HOT WEATHER. So far as the mere sensation of thirst is concerned, there can be no question that it is a mistake to drink too much or too frequently in hot weather; the fluid taken is very rapidly thrown out again through tho skin in the form of perspiration, and the outflow being promoted by this determination towards the surface, a new and increassuccessive acts of drinking and perspiring. with the result that 'thirst' is made worse by giving way to it. Meanwhile, it must not be forgotten that thirst is Nature's call for fluid to replace that lost by cutaneous exudation in warm weather; and, if the demand be not met, what may be regarded as the residual fluid of the tissues must be absorbed or the blood will become unduly concentrated.

Now this absorption of the residual fluid of the tissues has the curious drawback of taking into the blood in a concentrated instead of a dilute form the products of disassimilation, together with the absorption of some excrementitious matters which would probably not be taken up at all if thes blood were not abnormally dense. It is necessary to recognise that harm may be done by a process of self-poisoning with excrementitious matter, retained or taken up in default of an adequate supply of fluid in the form of drink to dilute and wash it away. There is, moreover, another disadvantage of the non-drinking method of suppressing thirst. It is especially needful for the proservation of health that the metabolism on which normal nutrition depends should be rapid and free in hot weather. If the organie temperature is, or, more accurately, if the several and complementary temperatures of the organism are, to be maintuined at the health point, tissue change minority or their Norman and Saxon sucmust be favoured, and such modifications cessors in the three sub-kingdoms can of body heat as may be effected by flushing and evaporation must be familitated. It is supposed, or at any rate asserted, by In short, if we refuse to drink when we are many of those who have given in their ad- thirsty, simply because we shall thirst again, hesion to the anti-English policy, that when we are imposing a restraint on the activ-

men who have elected to be strangers to from a physiological standpoint, and they will recognise that to thirst and drink, and If I had my way any English speaking sub- perspire and drink ngain, are the natural

QUEEN FIRE INSURANCE COM-

FIRE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. not premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

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Heigkong, January 1, 1882.

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

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Hongkong, July 25, 1872. LANCASHIRE INSURANCE COMPANY.

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For Rates of Premiums, forms of propossis or any other information, apply to ARNHOLD, KARBERG & Co.

Agents, Hongkong & Canton. Hongkong, January 4, 1867.

> Mails. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK

SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BURDEAUX, LE HAVRE, DUNKIRK,

LONDÓN AND ANTWERP. *TUESDAY, the 11th January,

at Noon, the Company's YANGTSE, Commandant LORMIER WIN MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marsoilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 10th January, 1887. (Parcels are not to be sent on board; they must be left at the Agoncy's Office.) Contents and value of Packages are re-For further particulars, apply at the

Company's Office. G. DE OHAMPEAUX, Hongkong, December 29, 1886.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

COMPANY. . THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING * AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 22nd January, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havans, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare ; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year,

will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4

p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. O. D. HARMAN,

Hongkong, December 30, 1886. 2480

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN; THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, THE OVERLAND RAILWAYS

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th Connection being made at Yokohama,

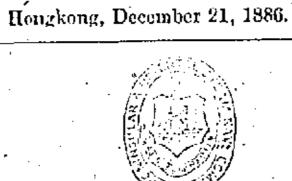
with Steamers from Shanghai and Japan All Parcel Packages should be marked to

of 20% from Return Fare; if re-embarking work is a practically complete Thesaurus of within one year, an allowance of 10% will the whole Written Language of China, anwill be issued at a Discount of 25 % from serve the purposes of a philological guide Return Fare. These allowances do not apply | to the student.

Eurone. destined to ports beyond San Francisco, Surnames, will be published and sold should be sent to the Company's Offices, | separately. addressed to the Collector of Customs, San

Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTÉ, VENICE,

PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK

AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH. THE PERINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship

KAISAR-I-HIND, Captain E. G. STEAD with Her Majesty's Mails, will be desparched from this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 18th January, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office

until 10 a.m. on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be transhipped at Bombay, arriving one week later than by the ordinary direct route via Colombo. For further Particulars regarding

FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Pockages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

Acting Superintendent. Hongkong, January 5, 1887.

E. L. WOODIN.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS. THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B. - Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 24th day of January, 1887, at Noon, the Company's Steamship NECKAR, Captain BAUR, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd January. (Parcels are not to be sent on board; they must be Canton Plants. left at the Agency's Office). Contents and Enigmatic Parallelisms of the Canton Dia-Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to

MELCHERS & Co., Agents. Hongkong, December 28, 1886.

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entaining the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the

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This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese address in full; and same will be received | characters in practical use, and while alphaat the Company's Office, until 5 p.m. the petically arranged according to the sounds day previous to sailing.

of the oldest dialect of China, the Can-RETURN PASSAGES.—Passengers, who tonese, it gives also the Mandarin pronun-have paid full fare, re-embarking at San ciation of all characters explained in the Francisco for China or Japan (or vice versa) book, so that its usefulness is by no means within six months, will be allowed a discount | confined to the Cantonese Dialect, but the be made from Return Fare. Pre-Paid Re- cient and modern, as used all over the turn Passage Orders, available for one year, | Empire, whilst its introductory chapters

to through fares from China and Japan to | A Supplement, arranged for being bound and used by itself, and containing a List Consular Invoices to accompany Cargo of the Radicals, an Index, and a List of

LANE, CRAWFORD & Co. Hongkong, January 15, 1883.

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ERNEST J. EITEL, Ph.D., Tubing. THIRD EDITION REVISED, WITH ADDITIONS.

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WINTER TIME TABLE.

Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table wi take effect from the 21st October, 1886.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M 7.30 . ,, 8.25 ,, 9,00 ,, 10.30 ,, 10.55 ,, 12.25 г.м. 12.25 " 1.2512,45 P.M. 4.10 ,, 4.50 ,, 4,25 ,, 5.25 -, - 5.40 6, 155.55 ,, 6.30 , 6.45 6.15 ,,

6.45 ,, * There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Fifteenth Volume of the 'CHINA REVIEW.'

No. 29-Yol. XV.

_0F THE-

CONTAINS— The Life of Tsze-Ch'an, Prime Minister of trated by Literal Translations from

Story of the Three Unselfish Literati. The History of Chinese Literature, illus-Chinese Texts. Similarity between Buddhism and early The Bombardment of Pakhoi, an unrecorded

Episode of 1882. Contributions to the Folk-Lore of China.

Notes and Queries :-The Introduction of Astrology into China. Tone Distinctions in Corean and Chi-How Formosa is Rising.

Erratum. The Kolao 哥老 Secret Society. A French Military Sinologue. Remarks on some of Mr. Parker's Notes. Giles' Remains of Lao Tsz.

The Character 2. Final Consonants in Chinese. Notices of New Books. Collectanea Bibliographica. Books Wanted, Exchanges, &c. To Contributors. Hongkong, November 26, 1886.

Mr. Andrew Wind, NEWS AGENT, &c. PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, or A PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

Merchant Vessels in Hongkong Marbour.

. Exclusive of late Arrivals and Departures reported to-day.

To faciliste finding the position of any vessel in the Harbour, the Anchorage is divided into cleven Sections, commoncing at Green Island "Vessels near the Hongkong shore are marked h., near the Kowleong shore k., and those in the body of the Shipping or aidway between each shore are marked c., in conjunction with the figures denoting the sections.

7. From Naval Yard to Blue Buildings 1. From Gren Island to the Gas Works. 8. From Blue Buildings to East Point. 2. From GasWorks to Jardine's Wharf 9, From Kellett's Island to North Point. 3. From Jarine's Wharf to the Harbour Master's Office. 10. Kowloon Wharves. 4. From Harour Muster's to the P. and O. Co.'s Office. 11. Jardine's Wharf. 5. From P. ad O. Co.'s Office to Peddar's Wharf. 6. From Podar's Wharf to the Naval Yard.

| 1 | | | | <u>-</u> · | | | | | | | |
|--|----------------------------|---------------------|------------------------|------------------|---------------------------|---|-----------------------------|-----------------|---|---|---------------------|
| - | Vessel's Naje | Ancher- | Captain. | Flag Rig | and - | Tons. | Date Arriv | | Consignees or Agents. | Destination. | Remarks. |
| ֧֓֟֟֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֟֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓ | Steamort | | | | | | | - | | | |
| | | | _ | | Ţ, | 1100 | _ | | City Timberson & Clar | Yokohama & Hiogo | To-day |
|) [] | Bengloe Bormida | 5 c | Farquhar | Brit. Italian | | $\frac{1198}{1499}$ | Jan. Jan. | | Gibb, Livingston & Co. Carlowitz & Co. | | |
| ŢŢ | Cancelot | 8 6 | Daily | Brit. | atr. | 1090 | Dec. | | Mitsui Bussan Kaisha | Singapore | 8th inst. |
| f I (| Carisbrooke | 4 (| Cass | Brit. | att. | 973 | Jan. | | Soy Sing Siemssen & Co. | Yokohama | To-day |
| | Cassandra Ching-tu | 4 (5 d | Haesloop | Brit. | str. | $1196 \\ 1459$ | Jan. Dec. | | Butterfield & Swire | | |
| 8 İ I | Chow-chow-foo | 3 (| : Wondt | (xer. | Btr. | 796 | Dec. | 28 | Melchers & Co. | | مند خیند |
| 3 I | Cicero | ¦8 L | ijtieorge | 33F1U | str. | 1030 | 1 | | Arnhold, Karberg & Co. | Colombo | 8th inst. |
| . | Claymore | 8 | Gulland | Brit. | str. | 1556 | Jan. Nov. | | Russell & Co. Arnhold, Karberg & Co. | | ٠. |
| 1 | Crusader Dalila | 10 1 | Watt | Brit. | str. | | May | | Bun Ho Hong | | K'loon Dock |
| ŧΙ | Danube | 33 l | Anderson | Brit. | str. | 561 | Jan. | | | : | To-morrow To-day |
| 4 1 | Don Juan | ់ភិ | Marquez | Span. | str. | | Jan. Jan. | 4 | Brandao & Co. Jardine, Matheson & Co. | Amoy & Manila Shanghai | To-morrow |
| | Fooksang | 3 1 | Hogg | Ger. | str. | | Dec. | 6 | Signissen & Co. | Chefoo | |
| | Gerda | 1 | INDUINIBUR | 1 1 4 . | str. | | Dec. | 8 | Siemssen & Co. | | K'loon Dock |
| l | Harloong | 6 1 | Roach | Brit. | вtr. | 1 | Jan. | | Douglas Steamship Co. | Swatow | Te-merrow |
| - | Independent Kashgar | 12] a_1 | Hasenwinkel | Ger. | str. | 871 1515 | Jan. | 3 | Wieler & Co. P. & O. S. N. Co. | Bombay v. S'apore | 10th inst. |
| . | Killarney | 4 | O'Neill | Brit. | atr. | 1060 | | 3 | Gibb, Livingston & Co. | Swatow & Bangkok | 9th inst. |
| . ; | Lorna | 13 | dHunter | .lBrit. | str. | | | | Bun Hin Chan | Singapore | To-morrow |
| '' | Marcia | 3 | McIntosh | Brit. | str. | 1060 13:8 | Jan. | | Siemssen & Co. C. M. S. N. Co. | Shanghai | To-day |
| | Meefoo | زد | e Warwick | JOhn. JGer. | str. str. | l | Jan. | - 1 | Wieler & Co. | V | |
| | Nanshan | . 3 1 | ı ${f B}$ lackbourn $$ | .Brit. | str, | 805 | Jan. | 5 | Hop Hing Hong | | |
| - | Norden | .!3 - | c Davidsen | Dan. | str. | | Dec. | - | Ohinese | San Francisco | 11th inst. |
| . 🛊 | Oceanic | . 4] | Cavison | . Brit. | str. str. | سفيد ميا | Dec. Dec. | | 0, & 0, S. S. Co. Order | Ditti T. Iwiicinco | TITLE IIISU. |
| | Parthia Partridge | . 5 5 | Stavet | . Brit. | str. | ٠ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ | July | 24 | Gibb, Livingston & Co. | ****** | Laid up |
| . ! | Peking | 3 | Heuermann | Brit. | str. | 954 | Jan. | - 6 | Siemssen & Co. | Shanghai | To-morrow |
| | Phra Chom Klao | . 3 | h Watton | . Brit. | str. | 1011 | Jan. | | Yuen Fat Hong | | |
| | Pilot Fish | b i | h Stopani | , Brit. Reit | tug. | 161 1560 | Dec. | 30 | H. K. & W. Dock Co. Arnhold, Karberg & Co. | Saigon | To-morrow |
| 8 | Saghalien | .l | . Homery | . Fch. | str. | 1 | Nov. | | Messageries Maritimes | ************* | Cos'tan Docl |
| - | Soochow | . 4 | c Harris | . Brit. | str. | 999 | Jan. | | Butterfield & Swire | *************************************** | When Deals |
| ĺ | Soochow | ٠. اـ | . Koch | 'ıtzıtı | str. | 1 | Dec. Jan. | | Chinese P. & O. S. N. Co. | Yokohama & Kobe | |
| | Thibet Travancore | 7 | c Fragan | . Brit. | str. str. | ·I | Dec. | | Russell & Co. | ľ | , |
| , | Vortigern | . 3 | e Brown | . Brit. : | str. | 873 | Jan. | - 3 | Arnhold, Karberg & Co. | Saigon | 8th inst. |
| 8, | Westmeath | . jō | c Stonehouse | .Brit. | str. | 2095 | Jan. | 2 | Russell & Co. | Kobe & Yokohama | Lo-ora |
| | : | | | | | | | | | 1 | |
| ٠. | Sailing Vessels | | - | 7 . | | | | | | | |
| у, | , | 1 | - | l | L _ | 956 | Doo | | Melchers & Co. | Hamburg | |
| | Adolph | . 3 | c Focke | Br 3 | Dg. m Re | $\begin{array}{c c} 236 \\ 236 \end{array}$ | Dec. | | Master | Himburg . | |
| <u> </u> | Alden Besse | <u> </u> | e O'Brien | Amer | , bge | 812 | $\overline{\mathbf{Dec}}$. | <u>[</u> | Melchers & Co. | Victoria | |
| | Basuto | . 7 | h Matthews | Brit. | bq e. | . 348 | Oct. | | Order | | Repairing |
| | Billy Simpson | . ¡2· | h!Brown | Brit. | bqe. | 1 | Jan. | | Chinese P. & O. S. N. Co. | ` . | |
| | Brynhilda | + 3 | hiMeikie k Noves | . Brit. Amer | sh. . bae. | 850 | Dec. | $\frac{20}{12}$ | Melchers & Co. | Portland, O. | · |
| | Columbus | . 4 | c Sauermilch | Ger. | str. | . 1731 | Jan. | 2 | Siemsson & Co. | | |
| _ | Director | . 8 | h Bogart | . Brit. | bqe. | . 679 | Dec. | _ | Master | | |
| | Donal Ena Edward Kidder | . 3 | KMcRae | Bri. b | qtine | | Nov. Dec. | | Eduard Schellhass & Co. Captain | | 1 22 |
| | Else, | . 8 | h Bremera | Ger. | eli Bli | 1375 | Dec. | | Siemssen & Co. | | |
| | Enos Soule | 7 | h!Soule | Amer | , sh | r | Nov. | _ | Ed. Schellhass & Co. | | |
| | Erminia C | 3 | c'Rocio | Ital. | bqe | . 532 | Dec. | | Order Gonsalves & Co. | | |
| | Escort Haroldine | 3 | k Waternouse | Amer | , pye m ac | | Dec. | | Russell & Co. | New York | |
| en | 1 17 | 3 | c.Taylor | Amer | . sh | 1428 | | 2 | Russell & Co. | San Francisco, &c. | |
| en he | Hattie N. Bangar | ₿ | c Banga | Am. | bqtin | . 04% | : [Nov. | 20 | Gonsalves & Co. | New York | ★ *** |
| ill | Harden Brown | j | k Havener | Amer | bge.'.' | | Oct. | | Pustau & Co. (Captain | Hew IOIA | |
| | Hilda Hydra | ن ا | Binge | Ger. | bae. | 785 | Nov. | | Gonsalves & Co. | Honolulu | K'loon Dock |
| | Invleside | 3 | k Hayes | Brit. | bqe | . 926 | Dec. | 16 | i Master 🦳 | f 1 | |
| K. | John C. Potter | } | h Curtis | Amer | t.sh | . 3182 | Dec. | | Order Russell & Co. | | |
| , | 🗄 John D. Brewer 👑 | ٠ | h Josselyn | Amer | epd .: da | 1147 | Dec. Sept. | | Melchers & Co. | San Francisco | |
| , | John Trahey Lorna Doone | | c Lvnn | [Brit. | bge | 367 | Dec. | 18 | Wieler & Co. | | 1 |
| • | d Oregon | • • • • • | ci Merryman | Anier | ះ ផ្សា | *) Y990 | Dec. | 28 | Örder | Now Vanta | 1 |
| M, | Ralph M. Hayward | l | k Baxter | Am b | qtme | . 5ī4 | Oct. Dec. | 4 | Siemssen & Co. 7 Uhinese | New York | |
| , | Sarah Hignett | ,,, , | k Mendiguren . | opan. l A mer | , acn _{r.} ah | | | | Eduard Schellhass & Co. | | |
| , | State of Maine | | . c Nickels | Amei | r. Bh | 1467 | Uçt. | 29 | P. & O. S. N. Co. | | |
| 11 | Theodor Ruger | | l dMever | Ger. | ah | 1670 | | | Arnhold, Karberg & Co. | London | |
|) | Titan | | .h Allyn | ,. Amei | r. 811 | . 1170 ∡ov | Dec. | | 9 W. Legge 2 Gonsalves & Co. | Honolulu | |
| | Volucity | | CDESTRICT COLOR | 23116. | - 1040 | CHICAGO | Nov | <u> </u> | iRemedias & Co. | _ | |

Mer ritannic Majesty's Ships on the Chica Station.

Wandiering Minstrel...k Wright Brit. bqtin. 366 April 14 Arnhold, Karberg & Co.

William McGilvery ...|c|Dunbar|Amer. sh. 1210 Oct. 25 Adamson, Bell & Co.

| Name. | Rig. | Tons. | Guns. | I.H.P. | C sptain. | Where at. |
|-------------------|--------------------------|-------|--------------|---------------|-------------------------------|------------------|
| 11 | espatch-vessel | 1400 | | | Captain R. Blair Maconochie | Hongkong |
| Alacrity | | 6010 | 10 | 4330 | Capt. Robert Hastings Harris | Hongkong |
| Audacious* | ouble-screw iron frigate | 2380 | 14 | 2340 | Captain A. T. Powlett | Hongkong |
| Champion | prvette | 2380 | 14 | 2610 | Captain L. C. Keppel | Yokohama |
| Cleopatra | prvetta | 465 | 4 | 470 | LieutCom. H. H. Boteler | Nagasaki |
| Cockchafer | unboat | 2380 | 14 | 2590 | Capt. Seymour Dacres | Yokohama |
| Constance . | bryette | 940 | 4 | 920 | Commander Davis | Singapore |
| Daring | oop | 360 | 3 | 340 | | In reserve |
| Esk | anboat | 465 | 4 | 470 | LieutCom. H. R. Adams | Hongkong |
| Espoir | inboat | 455 | 4 | 460 | LieutCom. D. L. Dickson | Hankow |
| Firebrand | inboat - | 1420 | 8 | 1470 | Captain Chas. J. Balfour | Hongkong |
| Heroine | rvotte | 3750 | 10 | 5000 | Captain M. J. Dunlop | Hongkong |
| Leander | uiser | | 5 | 1050 | Commander W. Marrack | Hongkong |
| Linnet | n-vessel | 756 | 4 | 430 | LieutCom. W. M. Maturin | Shanghai |
| Merlin | nboat | 430 | 4 | 470 | Commander H. J. Robilliard | Hongkong |
| Midge | n-vessel | 603 | 3 | 690 | Commander W. U. Moore | Hongkong |
| Rambler | юр | 830 | 12 | 2360 | Captain R. G. Kinahan | Hongkong |
| Sapphire | rvette | 1970 | 8 | 1400 | Captain Arthur H. Alington | Singapore |
| Satellito | niser | 1420 | | 1400 | Captain it that ii. iiiisgion | Hongkong |
| Solent | pedo mining launch | 150 | _ | 1010 | Commander A. C. B. Bromley | Kobe |
| Swift | p-vessel | 756 | 5 3 | 340 | Commander A. C. D. Dreinie, | In reserve |
| Tweed | pboat | 360 | 1 - | i - i | Commodore Morant | Hongkong |
| Victor Emanate: " | eiving ship | 5157 | 14 | 750 | | Hongkong |
| Wanderer | phost | 925 | 4 | 750 | Captain Orford Churchill | Hongkong |
| Wivern | tret ship | 2750 | 4 | 1450 | Lieut, Com. Chas. K. Hope | Port Hamilton |
| Zephyr | dest | 1 438 | 4 | 5 30 . | IndusCom. Cass. K. Hope | T ATA TIBITITION |

* Flagship of ViAdmiral Vesey Hamilton, Commander-in-Chief. For H. B. Nships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreig Men-of-war on the China and Japan Station.

| Name. | Flag and Rig. | Tons. | Guns. | H.P. | Captain. | Where at, |
|-------------------|------------------|-------|-------------|------|---------------------------|----------------|
| Albatross | Arian gunboat | 560 | 2 | 580 | | |
| Aragon | Stish cruiser | 1908 | | | Captain D. E. Zulnaga | Manila |
| 1 1-7 | Fich gunboat | 470 | 4 | 450 | Commander Rupé | Chefoo |
| Aspic Bismarck | Gean cruiser | 2810 | 16 | 2500 | Captain Kuhm | Singaporo |
| Carola | Gean corvette | 2130 | 10 | 2100 | Captain Aschmann | Singapore |
| | Freh cruiser | 920 | 4 | 745 | Captain Le Gorrec | Kobe |
| Chassour | | 475 | 4 | 450 | LieutCommander Noirot | Haiphong |
| Comète | Frih gunboat | 1680 | 10 | 1480 | Captain de Montesquon | Yokohama |
| Decres & | Frih cruiser | 415 | 2 | 270 | Lieut. Commander Fouet | Haiphong |
| Jaguar | Frih gunboat | 1910 | 10 | 1920 | Captain de Barbeyrac | Baiphong |
| Laclocheterie | Frih orniser | 485 | 4 | 425 | Captain Duval | Haiphong |
| Latin | Free gunboat | 1900 | 7 | 1170 | Commander Morrill Miller | Yokohama |
| Marion | U. corvette | | 6 | 1470 | Commander H. Glass | Canton |
| Monocacy | U. sloop | 1370 | 7 | 60 | Commander Moltsoff | Corea |
| Mordj | Run gunbeat | 455 | 4 | 600 | Commander Rötger | Kobe |
| Nautilus | Gein gun-vessel | 755 | * | 000 | Captain Bendemann | Singapore |
| Olga | Gedn cruiser | 2100 | 10 | 1150 | Capt. Thos. O. Selfridge | Chemulpo |
| Omaha | U. corvette | 2400 | 12 | 1150 | Tions Com Thomas Nation | Shanghai |
| Palos | U. gunboat | 420 | 6 | 500 | Lieut, Com, Thomas Nelson | Haiphong |
| Pluvier | Fra gunbost | 540 | | 420 | Lient Commander Poidlous | |
| Primauguet | Free cruiser | 2200 | 15 | 2270 | Captain M. Buge | Singapore |
| Rapido | Ital cruiser | 1458 | 5 | | Captain F. Gravalt | Hongkong |
| Sagittaire | Fre gun-vessel | | | | Captain Krautz | Singapore |
| Sivotch | Rush cruiser | 900 | 1 | 1000 | Commander Suctiries | Nagasaki |
| Sobol | Rum gunboat | 455 | 7 | 60 | Commander Boyle | Japan |
| Tamera | Portuese gunboat | , 610 | 5 | 500 | Captain Avila | Macao |
| Turenne | Fret frigate | 5880 | 12 | 4250 | Captain Dupuis | On a cruise |
| Vipere | Fre ganboat | 480 | 4 | 425 | Lieut Commander Lapeyrere | Haiphong |
| Vladimir Monomach | Rush ironclad | 5756 | 16 | 7000 | Captain Gildebrandt | Viadivostock |
| Vostock | Rusa gunboat | _ | 4 | | Connender Molehonsky | Visdivostock . |
| Wolf | Gern gunboat | 384 | 6. | 340 | Captain Josselike | Canton |

SHIPPING IN CHINA, JAPAN, AND PHILIPPINES

WATERS. WHAMPOA. Flag & Rig. Vestel's Name. Brit. etr. Fooksang Brit. str. Shanghai

str. Hongkong

str. Shanghai

Brit. Taiwan AMOY. in port on December 30, 1886 MERCHANT STEAMERS.

Brit.

Lee Sang

Meefoo

Peking.

Soochow

British London Anchises British Formosa MERCHANT SAILING VESSELS. Anna Dorothen Ger. bge. Brit. bge. Gor. Carl Bohn Brit. Charley Chateaubriand Brit. Ger. bgc. Faugh Balaugh Gr. 3m. sc. Ger. bge. Galveston Ger. bge. Guaymas Br. 3m. sc. L'Avvenire Ger. sch. Ger. bqe.

Oscar Mooyer

Coriolanus

Taku

Maria Raffo

Nanaimo

Norway

Omega

Laid up

Sibirien FOOCHOW. In port on December 25, 1886.

MERCHANT STRAMERS. Denbighshire British London, &c. British Sin Nanzing MERCHANT BAILING VESSELS. Brit. bge. Batavia

Brit.

Ger. Johanna Wagrien Amer. sh. SHANGHAI.

In port on December 28, 1886. MERCHANT STEAMERS. British Chungking British El Dorado British Fuh-wo Chinese Fungshun Chinese Fushun British Ghazec Сhiпеве ck | Hae-an Hankow, &c. Chinese Hae-shin Chinese Haeting British Ichang British Ingeborg Kaisar-i-Hind British Hongkong Chinese Kiang-yü Kiang-yung Kung Wo Chinese Brtiish British Nanzing Ningpo British Ngankin Chinese Pautah $\mathbf{British}$ ∍Shanghai British Surat

British Tientsin Tokio Maru Japanese Chinese Too-nan Chinese Yehsin British Hankow, &c. Yuen-wo Chinese Hankow, &c. Yung-ning MERCHANT SAILING VESSELS. Anglo India Brit, bge. Daniel I. Tenney Amer. sh Amer. sh. Hagerstown KumasakaMaru Japan. bge. L. Burrell Brit.

British

Brit. Satsuma Brit. W. B. Flint Amer, boe. NAGASAKI. In port on December 29, 1886. Kozaki Maru Japan, bqe.

Brit.

Nor.

Brit. bqo.

G. H. Wappaus Ger. bqc. YOKOHAMA. In port on December 24, 1886.

Andreas Brit. bge. Annie Stafford Brit. bqe. Archimede Aretio Amer, sch. Diana Amer. sch. F. Stafford Brit. bge. Friederich Ger. bqe. Brit. bqe. George. Brit. sch. Nemo Republic Amer, sh.

KOBE. In port on December 24, 1886 Emilie L. Boyd Brit. bge. Henry Failing Am. Brit. bqe. J. T. Berry Amer. sh.

Sarah & Emma Brit. bue.

Br. 3m. sch

HIOGO. In port on December 24, 1886. Emilie L. Boyd Brit. bge. Henry Failing Amer. sh. Brit, bge. J. T. Berry Amer. sh. Utrecht

MANILA. Berbice B. Biglow Chas. G. Rice George Moon Amer. bqo. Henry Failing Amer. sh Rembrandt Amer. ab Amer. bge. Samer

HOILO. In Port on December 7, 1886. Adam W. Spies Amer. bge. Amer, sh

CEBU. In Port on December 5, 1886. Ger. bqe. Hera

S. R. Mend Amer. bqe. Printed and published by GEO. MURRAY BAIN, at the China Mail Office, No. 2, Wyndham Street, Hongkong.